VOLUME IV NUMBER 49 "The Motorcycle Enthusiast's Weekly Newspaper" December 21, 1967

CYCLE NEWS

25¢

Dehesa, Calif. was the track that hosted European moto-cross aces in their last American appearance. Here, CZ-mounted Joel Robert shows form, grace and determination that brought him wins in both 250 and 500 classes. - Photo by John Shedd.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

RACING- IT MAKES THE WORLD BETTER

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets $1.50, $2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

FRIDAY, DECEMBER 29, JAN. 5, 19, 26, FEB. 2, 9, 16, 23 & 24 (Sat.)

INDOOR SHORT TRACK at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse $450 plus 40% over $2200 gate. $50 per week to hi-point season rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults $2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

SUNDAY, DECEMBER 17, JAN. 7 & 14, FEB. 4, 11 & 18

INDOOR SHORT TRACK, AMA professional sanc., presented by Valley Sports, Inc. at Fresno, Calif., in the beautiful new Fresno Convention Center Complex. Nov., Am., Exp. riders. Pures $900 plus 40% over $4000 gate. Time trials 5:30 p.m., first race 7:30 p.m. All seats $2.50. For more info contact Harold Murrell, 505 W. Kearney Blvd., Fresno, Calif. 93706 or call 268-8856.

SUNDAY, DECEMBER 17th

WINTER SCRAMBLES by Feather River M.C. at Marysville, Calif. AMA sanc., signup and practice 10 a.m. to 12 noon. Wheelie contest if 4 or more riders. Admission: Adults $1.50; students to 18 $1.00, children 8-12 25¢. Location: Triple M Speedway, 1 mile east of Marysville on Simpson Lane, off 12th & Ramirez Sts. Contact Slim's M/C, 100 D St., Marysville, Cal. for further info or call 742-7785.

SPORTSMAN MUDSCRAMBLES by Sidewinders M.C. at Clackamas, Oregon. AMA sanc., rain or shine. Four classes: 100cc, 175cc, 250cc & Open. The track, located on Lawnfield Rd. in Clackamas (just south of Portland, Ore.) will be kidney shaped utilizing the north side of the TT course and the infield. Races start at 1 p.m. For more info contact Sidewinders M.C., Rt. 3, Box 290-C, Oregon City, Ore. 97043.

SUNDAY, DECEMBER 17th

DUAL EUROPEAN SCRAMBLES by Viewfinders & Sandblasters. Dist. 37 points. Two courses. Entry $3.25 per race. Holiday area mid-way between highways 14 & 99. Limed from 190th West (Scott Road) at highway 138 (Ave. D). First events 8 a.m. See poster for schedule or call (213) 467-8378.

SCRAMBLES presented by Hi-Hats M.C. at Pittsburg, Calif. go-kart track grounds in Pittsburg. AMA sanc. Signup 9-11:30 a.m., race at Noon. Knobbies recommended. All classes except women. Admission $1.50 to ride or watch, rain or shine. Let's see some So. Cal. scrambles riders come ride an excellent track. Limed 1/4 mile east of intersection Baily Rd. & Hwy. 4. Contact (415) 837-9604 for further info.

TT SCRAMBLES presented by C.V.M.C. at Perris Park, off Hwy. 74 near Perris, Calif. Last WMA sanctioned Dist. 37 point run of the year. Practice 8 a.m., lightweights race at 9 a.m., heavyweights at noon. Rider entry $2.25, admission $1.25.

THURSDAY, DECEMBER 21st

CYCLE NEWS OPEN HOUSE, Contest winners of Norton and Yamaha will be presented. Free beer 5 p.m. to 9 p.m., 6477 N. Long Beach Blvd., Long Beach, Calif. (1-1/2 blks. south of Artesia Blvd.)

FRIDAY, DECEMBER 22nd

LAST ISSUE OF CYCLE NEWS FOR 1967 – Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

SUNDAY, DECEMBER 31st

EUROPEAN SCRAMBLES presented by Desert Challengers M.C. at Deadman's Point, Calif. No association affiliation required. Three separate one-hour races, approx 30 miles each. 10 a.m. trail bikes, 11:15 a.m. small bikes, 12:30 p.m. big bikes. 100% visible to spectators, trophies to 40% of entries, old western village, restaurant, campgrounds & picnic area. Course revised each month. Turn off Hwy. 66 at Lucerne Valley Cutoff, head east to intersection of Hwy. 18 in Apple Valley, Calif. and you're there.

SOFT DIRT WINTER SCRAMBLES by Foothill Scramblers of Oakdale, Calif. AMA sanc., 30-inch trophies, all classes Signup 8:30-11 a.m., race at noon. Location: Langworth Rd., corner of Oakdale Riverbank Hiway. Limed from Oakdale and Riverbank Hwy. 120. For information call (209) 847-4687.

MONDAY, JANUARY 1st

NEW YEARS DAY PONDEROSA HARE SCRAMBLES, presented by Grehounds M.C., 10 a.m. start, 15 miles East of Lancaster, Calif. on Ave. J. New trophies to 50% of entries. New cheatproof course, rain or shine.

SUNDAY, JANUARY 7th

BACK TO BACK EUROPEAN SCRAMBLES presented by So. Cal. M.C. & San Gabriel Valley M.C. Entry fee $3.25, racing 45 min. to 1 hr. per class. No practice. Get your AMA Dist. 37 points early and help out for benefit of Al Vanderpool. Limed from Hwy. 58, approx. 1 mile north of Mojave, Calif. Starts at 8 a.m.

RABBIT SCRAMBLES by Bushmasters M.C. near Beaumont, Calif. Lotsa sand, lotsa turns, coupla hills. Four 1-hour races, all classes. Firs 5 finishers in each of first 3 races will run a 4th race for Sweepstakes trophy. Starts with trail bikes at 10 a.m. Directions: Take US 60-70 to Beaumont, Calif. Take Beaumont Ave. offramp and follow the lime 3 miles south.

FRIDAY, JANUARY 12, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968 – We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!.

SUNDAY, JANUARY 14th

TT SCRAMBLES at Eastside Cycle Park, Tucson, Arizona. Half-mile, graded & oiled with 3 jumps. Take Hwy. 80 east to Wilmot, Ariz., then turn left. Landing field, overnight camping, refreshments and all facilities. For more info contact Eastside Cycle, Inc., 4940 E. 22nd St., Tucson, Ariz. Phone EA 7-6902.

Only 1 more week until CYCLE NEWS takes 2 weeks VACATION!

THIS CHRISTMAS GIVE CYCLE NEWS GIFT SUBSCRIPTIONS TO YOUR FRIENDS & FAMILY...

Nothing gives so much pleasure all year long as a gift subscription to America's Weekly Motorcycle Newspaper, CYCLE NEWS. Just fill out the coupon below, mail it to Cycle News, and your gift-giving problem is solved. We'll send a beautiful Christmas card to your loved one just before December 25th that says *"Merry Christmas! You have a gift subscription to Cycle News from...."* And we'll send Cycle News for one year, starting with the first issue of 1968.

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SUNDAY, JANUARY 14th

ANNUAL DIST. 36 COMPETITION COMMITTEE MEETING will be held at Battaglia's Banquet & Wedding Center, 3500 Delta Fair Blvd., Antioch, Calif. Time: 9 a.m. Voting for 1968 Committeemen is scheduled.

SUNDAY, JANUARY 21st

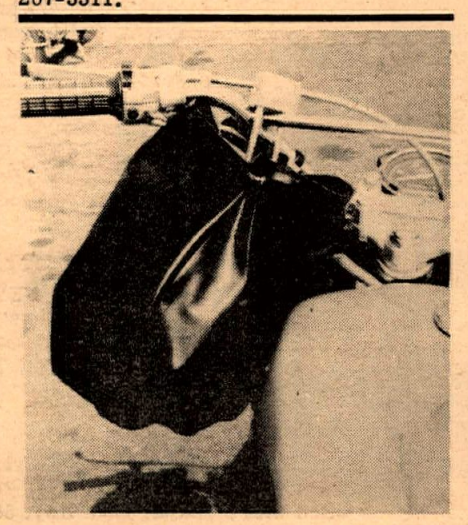
HARE SCRAMBLES by Desert M.C., marked from Lucerne, Calif. Separate course for trail bikes. Start at 10 a.m. Dist. 37 point run, one of the top 20 for '68. For info call (213) 941-4416.

SAT. & SUN. FEBRUARY 10 & 11th

ELSINORE 100-MILE GRAND PRIX by Gripsters M.C. Ride a true Grand Prix for the first time since Catalina. 9-mile course through the town and countryside of Elsinore, Calif. City streets, hiways, byways. Camping and motel facilities available, club assigns members. Mail entry only, $10 fee includes med. insurance. Start position determined by postmark. Entries close midnight Jan. 22, 1968. Mail to Gripsters M.C., 703 S. Olive St., Anaheim, Calif. 92805.

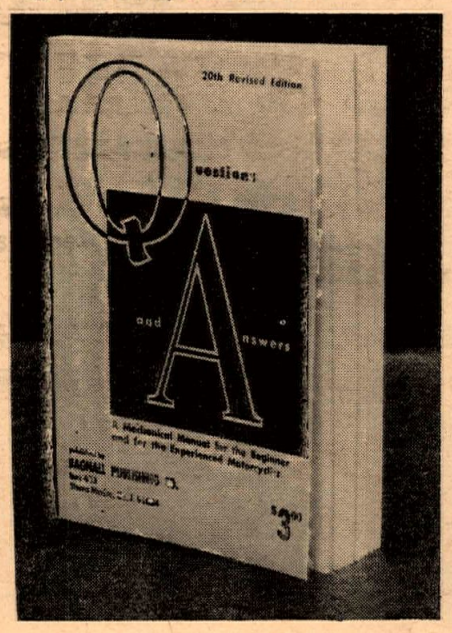
SUNDAY, FEBRUARY 11th

CROSS COUNTRY SCRAMBLES presented by Coos County Racing Assn. at Coos Bay, Oregon. Novice and Expert 100cc, 250cc and Open Classes. For further info contact Harless Outdoor Store, 1127 S. Broadway, Coos Bay, Ore. Phone 267-3311.



LOCK UP THAT HELMET!

Tired of worrying about where to leave your helmet? ... And even more tired of lugging it with you? Now you can lock it up to any cycle, car, etc., with the new Helmet LOKKER from PACER Performance Products. It's quick and easy ... keeps your helmet (and other items) safely locked up. Soft lining won't mar your helmet. Only $4.95 (does not include lock). For complete info write PACER Performance Products, 131 South Orange, Glendale, Calif. 91204.

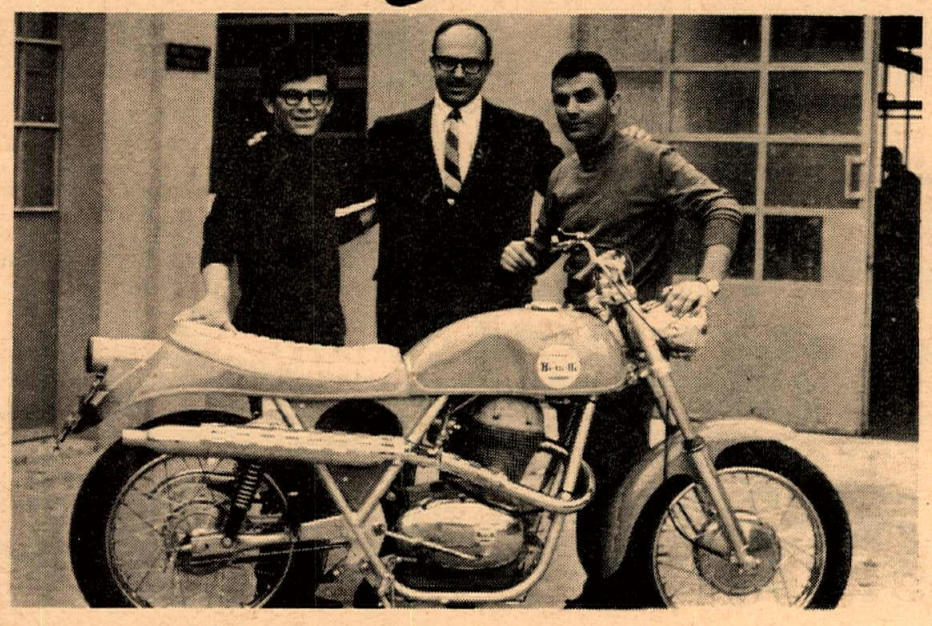


Devoted exclusively to the maintenance and repair of American-made motorcycles, the new 20th Edition of QUESTIONS & ANSWERS Manual includes data on the 1967 range of Harley-Davidson motorcycles. Models covered include the M65 series, 250cc Sprints, 55" Sportsters and 74" Duo-Glides. (Information about the 125cc Rapido is not included.)

A new format divides the book into five interesting parts: Preventative Maintenance, Questions & Answers, Advanced Shop Procedures, Essentials of Speed and Military & Vintage Motorcycles.

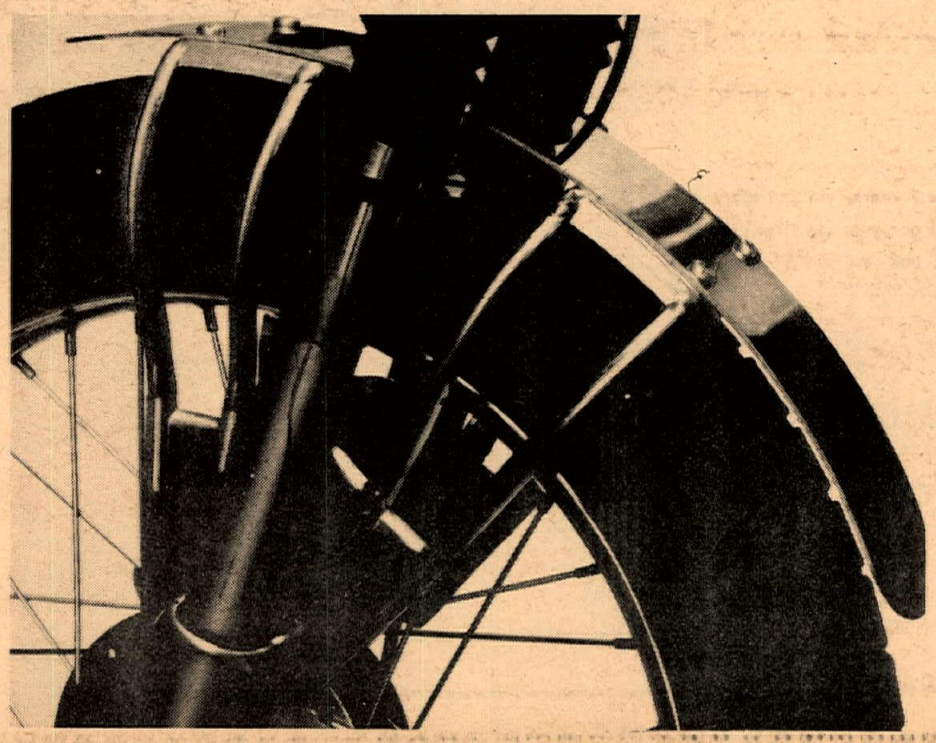
This latest edition sells for $3 postpaid, from Bagnall Publishing Co., Dept. CN, Box 638, Sierra Madre, Calif. 91024.

GIFT IDEAS FOR YOU



NEW 360 SPORTS SINGLE-BENELLI "SCORCHER"

Benelli factory racer Renzo Pasolini, Larry Wise of Cosmopolitan Motors and Silvio Grassetti of Benelli's racing team inspect the first 360cc Benelli Scorcher, a new model soon to be available in the U.S. It features an OHV 1-cylinder engine and a new sports frame. The new California distributor for Benelli is Roma M/C Co. Inc., 6264 Van Nuys Blvd., in Van Nuys. Their phone number is (213) 787-7240.



Sport fender and brace combination is available from Webco.

SPONSORSHIP FOR MOTO-CROSS RACERS

Competition riders who are looking for a "factory sponsored ride" would be well advised to call up White International Corp. at (714) 835-8285 and apply for a spot on the new White Moto-X team before next season begins.

The importer of White motorcycles plans to sponsor about a dozen unknown racers on their 250cc all-out moto-X machines with the purpose of creating a team of American racers to beat the Europeans at their own rough scrambles game.

White Scramblers will be available at distributor's cost, and all White racers will receive a 20% discount on parts as long as they are racing. The purpose, according to distributor Jack White, of 2707 W. 1st Street, Santa Ana, California, is to "Get more of these motorcycles on the moto-cross courses next season." The White Moto-Cross Scrambler was designed with both European and American moto-cross racing in mind and has been campaigned successfully on a small scale. White says the factory has offered full sponsorship if an American team can be created to go to Europe under the White motorcycles banner.

DEADLINE!

Make sure you reserve your ad space by Dec. 15th for our 40 page Special issue. Don't miss this one!

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Voices

PONDEROSA PROTEST

This is a protest of the latest Ponderosa Hare Scrambles held Dec. 3, 1967. I have rode 100's of runs in the last 35 to 40 years, and I have never heard of being disqualified before you ever get to the smoke bomb. In other runs I have rode, the legal course is after the smoke bomb.

From the starting line to the smoke bomb there is no set course. We and 8 to 10 others were DISQUALIFIED between the start and the smoke bomb. What kind of a deal is this?

J.H. LEE and MONTE LEE
Victorville, Calif.

("According to the Greyhounds M.C., the sponsoring club, a printed notice was given to all riders stating that a particular road was not to be used and would be grounds for disqualification if it was used. Nearly all of the riders made it to the smoke bomb the hard way, and would have been unfairly disadvantaged if the riders who took the road were not disqualified.")

THANKS FROM DOC

As you probably know, I, Doc Wright, was given a motorcycle at the Indio Run last weekend and I would like to have a thank you announcement printed in Cycle News. I don't know what you charge for space in the paper but I would like $10.00 worth or a full page whichever is appropriate and would like the message to read as follows,

DOC WRIGHT SAYS "DAMN, YOU GUYS'

The Nuggets and the Rainbows and all you people who made it possible for me to ride again. No words can tell you what it means to me. There is no greater privilege than to be able to ride again.

Thank you all for making it possible for me to go on the runs to see all my friends again.

Sincerely,
DOC WRIGHT
Lompoc, Calif.

HABECK FAN PROTESTS

I can't hardly believe it! At the Barstow, Cal. to Las Vegas, Nevada Cross Country race you wrote many words and pictures and didn't even mention the 9th place man.

He's probably the top cross country rider in the U.S. He got a bad start and had mechanical troubles twice and still got 9th place. He holds the Oregon, Idaho and Washington cross country championships and has only been beaten by Torsten Hallman last year in Washington by 4 minutes in a 108-mile cross country. He led two of the 36-mile loops, by the way. He also won the National Cross Country at Salt Lake.

Riding a 360 Husky, his name is Ken Habeck. I think you owe this man an apology and also to the Northwest for overlooking their participation in motorcycle racing.

P.S. I'll bet he wins it next year!

BOB FIEVEZ
Renton, Wash.

("We've featured more coverage of Northwest racing this season than ever before, including the recent Yakima, Washington cross country run, featured in this issue, that was won by...guess who? Ken Habeck.")

LET'S CLEAR IT UP

We would like to bring to your attention a mistake that was printed in your paper this past week.

Each year the Salinas Ramblers Motorcycle Club and the local Elks Club jointly sponsor a benefit scrambles with all proceeds going to the Cerebral Palsy Fund. This year in fact, we donated over $11,000.00 to this fund from this race alone. Salinas was granted an 11-Mile National AMA sanction this year, which we are hoping will be as much a credit to Salinas as our benefit race, but the two events must not be confused. We will be putting on this benefit race for as many years as possible. This year it will be held on August 25. The National Race will be on September 8.

Please tell your readers that the National race will not be taking the place of our scrambles race as was printed in Roxy's column, but both will be held this year. We do not want this National event in any way to jeopardize the success of this benefit race. To give so much to these children has been a wonderful thing and we feel they must come first. If you could make this clear to your readers in your next issue we would appreciate it very much.

ROBERT M. DAY
President, SRMC
Salinas, Calif.

REMEMBER?

Please tell me what happened to the Fastass Sumbichi? Thank you.

TOM CARTER
Largo, Fla.

("The Fastass Sumbichi recently took 3rd in the 100cc class at the Bushmasters European Scrambles.")

SPREAD IT AROUND

It's the same thing week after week – the big boys this and big boys that. Could you spare some time for the other bike riders? We are all sick of reading the same thing every week. So many bike riders come in and buy your paper, scanning through it to see if maybe they might get a mention or, god forbid, their picture.

The big boys don't seem to bother about buying your paper. Mention to them "Hey, you're in the paper again this week" and all you get is a grunt.

I know your paper would sell better if you spread your news around – more on your 100cc class and 250cc class. After all, there are more 250's and 100's out there than 650 cows. Plus there are a lot of riders who should get in the paper – pictures, too.

Since we sell this paper I hear the guys talk and gripe. "Well, whatta know, so and so won and look, his picture again." "Why this is the sixth time in a row for this guy," etc. etc.

Come on, let's be fair. Sure we know these top riders are good – we only read it every week – week after week. Remember if you had to depend on your big boys to bring in the money (desert and scrambles), man, these bike clubs would go broke. It's the big majority of bike riders that make these runs the successes they are. So get out and get news on them – pictures of them and their bikes. Give them some credit. After all, they carry the same winning spirit too.

A READER
Torrance, Calif.

("Within the area that we cover, there are estimated to be 10,000 competition riders. Giving credit to each and every one of them would be an impossible task, as you can see. But tell your customers to be patient, keep trying, and their turn will come.")

THE FACT OF THE MATTER

Corona has a wonderful opportunity to help the Motorcycle industry and riders have a beautiful new Stadium proposed by Felice and Laura Lipari on their property about five miles East of Corona.

Our City Council will either grant or deny the permit to build at their December 18th meeting at 7:30 p.m.

Our Planning Commission turned it down at their meeting November 27th.

The Opposition claimed they did not mind the Racers, but Corona would have all sorts of trouble with the Race Fans and the Outlaw groups that follow them.

They gave all kinds of "dire consequences that would befall the town and its citizens!"

Corona could certainly use this added attraction to help its sagging economy! Could you send me a letter stating FACTS?

Mr. Tom McCollum of Bakersfield stayed with us last night and he suggested that if a notice were placed in your paper for the Fans to write the Corona City Council and assure them the Outlaw groups do not cause a major problem at their Racing meets – that the Corona City Council would be swamped with mail.

Also, we would like as many as we can get to come to the meeting and speak in behalf of Cycle racing. Mr. Fordyce of Riverside, Mr. Darling and Mr. Burke of Corona will be with us.

Any suggestions or help from you we will appreciate!

MARIE LE FEVRE
1071 W. Sixth St.
Corona, Calif. 91720

"California motorcycle events have not been troubled by the bad element in at least the past 10 years. Probably the best way to make sure that a town will not be bothered by the 1%ers is to have regularly scheduled motorcycle racing events going on there. The Hells Angels and their ilk, at least on the West Coast, have respect for the true motorcycle enthusiasts, if for no other reason than because we are not fooled by their act. We suggest that other enthusiasts write to Miss LeFevre to corroborate this fact."

QUESTION & ANSWER SESSION

This letter tells my view on your article on the Dirt Diggers Race.

1. The Grand Prix is just that, not a scrambles. If you look in AMA District 37 rules: an "example of a Grand Prix is the Dirt Diggers M.C. event."
2. Have you ever personally had any dealings with the Dirt Diggers, to say they are one of the hardest clubs to deal with?
3. I heard months ago that the Dirt Diggers would pay NO start money, and I'll bet any start money paid didn't come from their treasury.
4. I think Cooley and Dye were both against the Dirt Diggers and not for the betterment of the sport. More "help" like that and the D.D. M/C Grand Prix will follow Catalina to the graveyard.
5. Read Maureen Lee's interview with Lavery, and then form an opinion.
6. Dye was "looking after" his riders by keeping them out of a $2000 purse. But all in all I'll still be a subscriber as it is the greatest and only paper.

J.J. JONES
Los Angeles, Calif.

("1. Oh? 2. Yes. 3. Probably. It may have come out of prize money. 4. Hmmm. 5. We need more facts to form an opinion. 6. Oh, you've noticed that too? Thanks.)

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

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There will be 400 Montesa 360 Moto-Cross Capras delivered to the U.S. in March, 1966.

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This is the Montesa 360 that Evel Knievel has chosen to jump the Grand Canyon with. The King of Stuntmen says he chose Montesa for the death-defying Grand Canyon leap because of its "outstanding handling and enormous power to weight ratio."

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San Diego, Calif. International Moto-Cross 500cc Professional class Dec. 10, 1967.
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250 Main event Dec. 10, 1967
1st PHIL CANCILLA – Montesa 250cc

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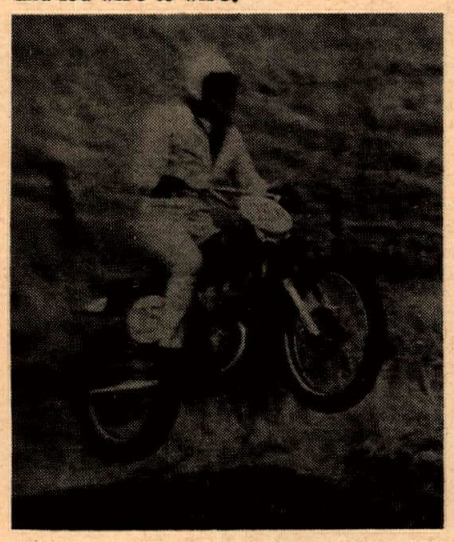
Hi-Hats' Winter Scrambles at Pittsburg

Story and Photos by Craig V. Randall

Sunday morning, December third, dawned grey and dreary, but fortune smiled, and the day was spent under cloudy skies with only an occasional drizzle until the last two or three Main Events. An entirely new track was being run in Pittsburg, Calif., crossing a very deep ravine twice and then turning right, off-camber, up a steep grassy hillside which became nearly impassable in the 500-650 Open class, because of mud. From the top of the hill the course swooped down to a right-hander back onto the straight.

Practice for the Hi-Hats M.C. event was run in two groups, 100cc and 200cc to Open, and already the action was shaping up into some fast, competitive racing. Beginning with the 100cc Novice class the action was completely dominated by Honda-mounted Lloyd DeVore, in both the heat race and the Main Event. Lloyd built up a good lead in the Main and led wire to wire.



Cliff Spair, CZ-mounted winner of the 250 Expert bash, coming out of the creek up onto the hill.

Move ME Up, Willya?

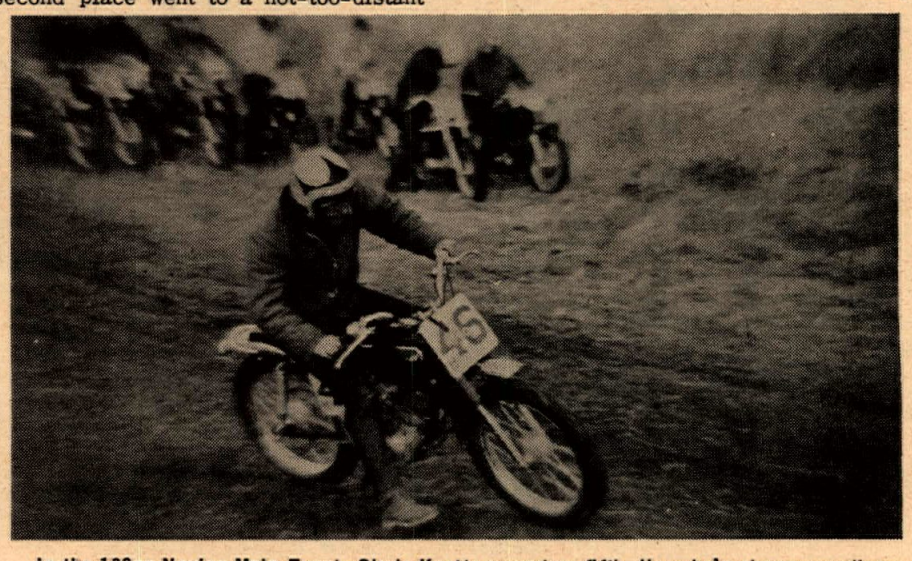
There was only one 100cc Amateur, Larry Spaulding, and no Experts, so Larry and his borrowed Bultaco were advanced to the 200cc Novice class, where he took a well-earned first place, nearly lapping the last place rider on the final lap. Larry, by the way, was the only Southern representative to take up the No. Calif. challenge. Second place Amateur went to Bultaco rider Jess Walls.

Riders begin to line up for practice at Pittsburg's new track and eventual 100cc Novice winner Llody DeVore (154) looks eager to get going on his Honda.

The 250 Novice class was full of action with the largest field of the day making up two large heats. The first heat was won by Chris Willems and the second by Loren Garcia, both on Bultacos. The Main Event was run during the last few minutes of relative dryness, and most of the action was handled by Garcia, while second place went to a not-too-distant Willems, followed by Jimmy Holmes, also Bultaco-mounted.

Endo Time

The 250 Amateur action had by far the most spectacular crash of the day when Kelly Hudson on his Bultaco did a spectacular endo while running in first place. Bounding down the long hill just before the right hander coming onto the starting straight, Kelly's bike went end-over-end FOUR full times while Kelly somersaulted right along with it. Things couldn't have looked worse, but Kelly got up with only a hefty cut under his right eye. The race was restarted and won by Bill Cruz on a Bultaco.



In the 100cc Novice Main Event, Clyde Knotts wound up fifth. Here he's shown rounding a turn and coming onto the main straightaway, Kawasaki-mounted.

In the 250 Expert class some real impressions were made by Cliff Spair, Tom Anderson, Jay Carter and Bob Hager. Because of a misunderstood flag signal, Hager did not complete six laps and as such lost first place, but was awarded third place anyway on basis of laps completed. He was really gassing his C-Z. Carter was fourth on his Bultaco, and Anderson, riding a Montesa, ended up second behind Cliff Spair, who looked terrific. Spair really rode to get first place trophy.

The 500 Novice class was a good bash, with 360 Maico mounted Scott Gordon pulling out the stops to take a good lead and first spot. By now the track was really slick because of the rain as 360 C-Z mounted Dick Meyers found out early in the race. He led for two laps but coming around for the third he slid out in the same turn Hudson did his endo. He finally got restarted and finished second, a very respectable ride for such a relative newcomer.

10 Starters – 3 Finishers

By now riders were beginning to go off course slightly to keep on the grass and stay upright, which became a major factor. Who could stay up the longest became the winner. The 500 Amateur, Expert, and the entire 650 Open Class were combined for lack of entires. Knobbies began acting like K-70's on ice and out of TEN starters there were only three finishers. First went to Amateur Bill McClinton and his BSA Victor, who seemed to know a special secret about getting around the course. Following him closely all the way was Novice John Bordon on a fenderless Triumph. He soon became unrecognizable, but was undeterred by the mud. These two toured the course for a number of laps while the rest of the bikes floundered in the creek and on up the hill. Finally Expert Rod Norgaard, who had lost all traction trying to make the hill, got his BSA Gold Star to bite, and he came around the last two laps to take third place. All in all, rain included, it was a fun event and riders are looking forward to the next Pittsburg event, December 17.

(Results on page 16)

Suzuki makes it!

VICTORY!

Dave Damron in action.

... in California

Victorious Dave Damron...one of many Suzuki winners. At Willow Springs, December 3rd and Riverside December 10th. Dave was first in 200 and 250cc Production Classes, and first again in the 350cc GP Class riding a 250cc X6 Hustler.

... in Oregon

Ike Reed was first in the 250cc class at the Silvertown Moto-Cross, riding the new Suzuki TM-250.

Jimmy Smith won the 250cc A Main and Trophy at the Sidewinders Turkey Mud Scrambles at Clackamas.

Darrell Cotton made it victory in the 175cc Moto-Cross there.

Bob Strayer picked up first in both the 100cc Trophy and A Main at the Turkey Mud Scrambles.

Dennis Shipman was a Suzuki winner in the 100cc B Main at Clackamas.

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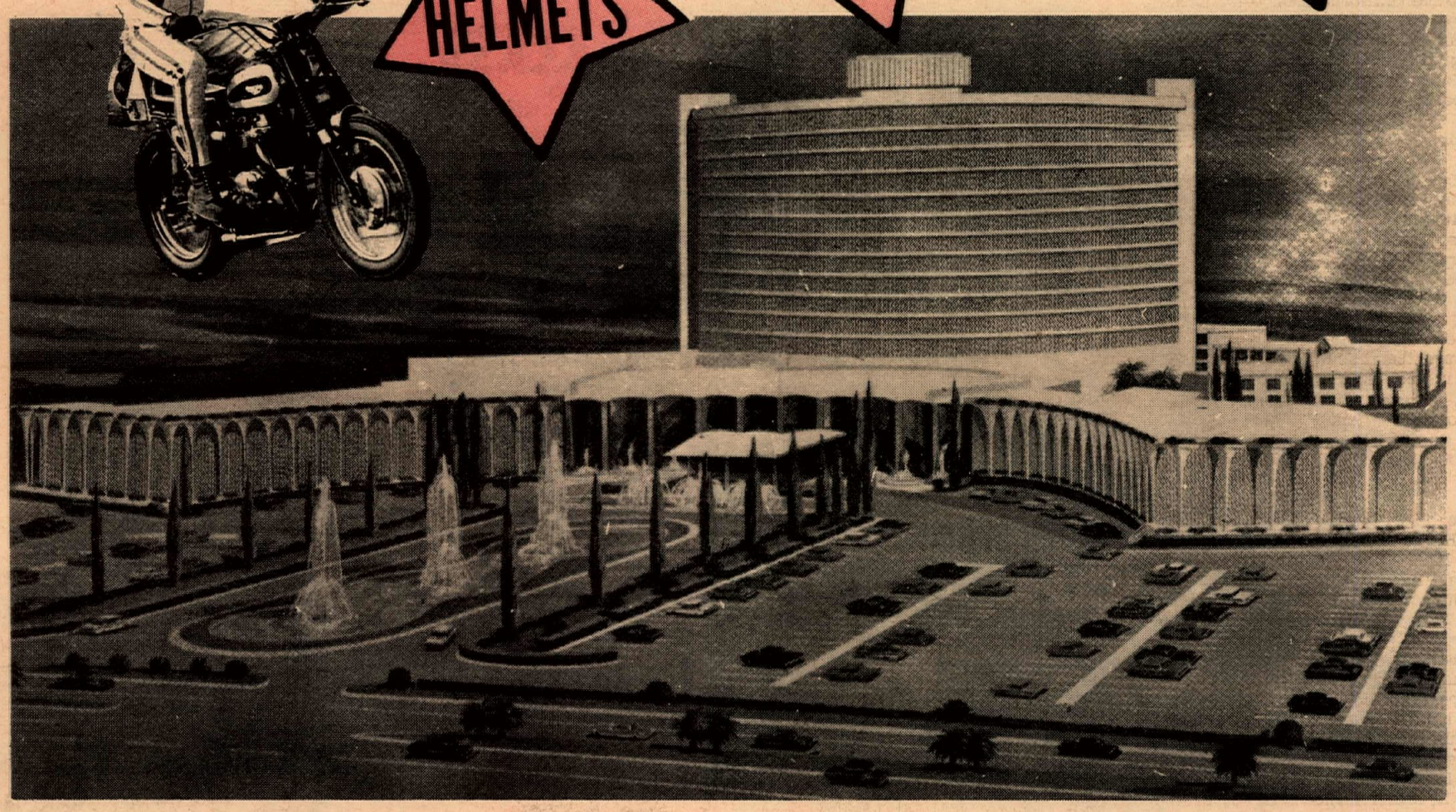

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Las Vegas Spice

Nevada Championship Scrambles

By Ginger Bowers
Photo by Jim Willcox

Sunday, December 10 was the date of the last big race of the Las Vegas season, the Nevada Championship TT Scrambles presented by the Vegas Valley M.C. It was also the last race to be held on the Vegas Valley Raceway, which will be demolished around the first of the year.

Plans are already underway for another course to be built in the near future, which will feature moto-cross events, but in the meantime, races will be running in Las Vegas every Sunday at Craig Road Raceway with an ACA sanction. Later on, if Mr. Priece gets the support from the riders, he will furnish a purse along with the trophies.

Several States Represented

The Championship TT Scrambles attracted some of the top riders from Arizona and California, as well as the Vegas regulars, and all were raring to go. With impetuous hands on the throttle and engines roaring, the flag dropped and the anxious eyes of the fans saw the action begin. And what a day at the races it was!

The first heat of the day went to D. Gordon in a near photo finish with M. North, both on Hondas. North led most of the way with Gordon finally taking over on the 4th lap. Little Mike North is only 11 years old, but is already a mighty big man at racing.

In the first 250 Novice heat, Nick Bartlett took a fall on the second turn but got up under his own power. Bill Dickie led most of the way but ran out of fire toward the finish. There was still enough in the old Bultaco to see him through, however. Ron Jones, also Bultaco, took the second 250 Novice heat, leading from start to finish, and also won the Main Event.

Hatcher Hauls

In the 250 Amateur/Expert class, Chuck Hatcher (Bultaco) grabbed the lead on lap two and finished first with a nice lead over California visitor T. Longwith on a Greeves. Tom Jones (H-D) and Jay Willey (Montesa) really fought it out for third, with Willey finally taking the number three spot.

For the first two laps of the 500 Amateur/Expert go, Triumph-mounted Ray Nichols held the lead. Then Gary Jones aboard his BSA Gold Star took over and from then on it was a one-man race.

Open Novice winner, Matchless-mounted R. Miller turned back the three Triumphs of J. Myers, R. Mallory and D. Allen. Allen had a bit of bad luck at the starting line and had to just tag along for the ride. Maybe next time, Don.

Dewayne Does The Deed

The combined Amateur/Expert Open found Dewayne Jones and his powerful BSA taking the measure of one and all, including dear old Triumph-mounted dad, who finished third. Chuck Hatcher was runnerup, M. Winsor wound up fourth, both riding Triumphs.

Tom Culp will soon be leaving the Vegas area to go to work for Cycle News. Though he'll be missed, he leaves ur remembering him a winner in the second 100 Amateur/Expert heat.

Vegas Valley M.C. members were pleased at the turnout for their last race on the old track and hope to see one and all at the new one. In the meantime, don't forget the exhibition races to be run in conjunction with the stock cars at Craig Road Raceway, beginning Sunday, December 17.

(Results on page 16)

FOR CUSTOM INSTALLATIONS, see the machinists listed under SERVICES in the Cycle News Dealer & Services Directory.

Chuck Hatcher and his Bultaco took over the lead on lap 2 of the 250cc Amateur-Expert Main Event at Vegas Valley Raceway, held it till the finish.

CHEATERS NEVER PROSPER AT PONDEROSA

By Wes Anderson, Sr.

The Greyhound Ponderosa run, Sunday, December 3 was on a fast damp course. All classes rode two ten-mile loops. Eighty-two Open Class riders roared to the smoke bomb with Bill Friant leading on his Greeves and 17-year-old Barry Weiss, on dad's Triumph, close behind. Jim Martino (BSA) of the Checkers M.C. found the damp desert to his liking and led the first loop. Martino went on to win his third Ponderosa event. Friant, Prospector club member, held on for second. The old desert veteran, Bill Hutton of the San Gabriel Valley M.C., was third on his trusty Husky. Hutton had won the Ponderosa five times in a row earlier this year.

The 70 trailbikes buzzed off with Barry Eisenberg (Hodaka) leading SGV member Wes Anderson Jr. (Hodaka) at the bomb. Dean Goldsmith (Hodaka) also liked the damp course and had a wheel-to-wheel duel with Steve Holliday, Rams club Hodaka rider, right down to the finish line. Goldsmith edged Holliday by two feet to win.

Some of the riders did not read the instruction sheets and were disqualified for racing on an out-of-bounds road. Next time fellows, read the instruction sheets. Two early trailbike leaders were among the disqualified riders.

The next Ponderosa Hare Scrambles will be New Years Day, January 1, 1968.

(Results on page 16)

1st PLACE 500cc CLASS

BOTH RACES -- SAME DAY (Dec. 10, 1967

SPOKEBENDERS European Scrambles 1st 500cc Class, 3rd overall

JAMES MARTINO BSA VICTOR 441cc

Sinners European Scrambles 1st 500cc, 4th overall

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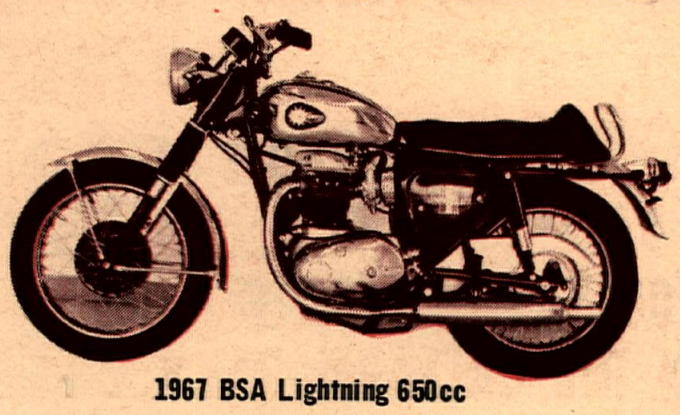

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ELSINORE

NIGHT SCRAMBLES

By Don Wallen

Photos by Manuel Burton & Jay Border

A really good-sized group of riders came to Elsinore on Saturday, December 9 to see one of the best winter scrambles ever presented at the Southern California track. The weather was cool and clear with no wind. Some of the best close-in competition seemed to dominate a few of the races as there were 38 events in all, only marred by one or two crashes.

Always in the thick of things at Elsinore is Clutch Cargo and his K&N sponsored BSA.

Small Bike Battle

About a battle and a half was put on in the Expert ranks as Tom Warren and Steve Scott really zapped everyone else on two similar Bultaco Lobitos. Scott, who hasn't competed here before, won the moto in great style and not without some abandon. Warren, however, was also in good form and showed Steve the way around at least once during the friendly wheel-to-wheel rivalry that kept everyone awake. Signing up as an Expert and putting on his usual good ride was Ray Vanderpool on that Yamaha again. The Novices were out in force and this class was more or less dominated by A. Anglade, who hasn't ridden Elsinore before, and J. Dunn, who has. Both Dunn and Anglade made the Sweepstakes but only Scott and Dunn rode the small bikes in the Sweeps.

Only a few 200 Novices signed up but the competition was so tough and close between the front-running trio, B. Love, B. Ashcraft and B. Hisey, that a three-way tie was awarded for the very first time. Love rides a Triumph Cub with a style that is really developing into a crowd pleaser.

250 Expert Flyers

Again the racing was very close as F. Edwards, E. Olesen and Tom Warren really battled it out for class honors. In one moto, it looked as if Olesen and Edwards, both on Bultacos, were equally determined and equally as able to keep ahead of the other guy as they switched the lead several times. F. Edwards saw pay dirt as he won every heat in this class, not without some trouble as Olesen kept the pressure on, pushing Fred hard all the way.

Big Bikes

In the 350 Novice class, J. Curre rode an ailing Honda to a win, as he has often done before. Curre got a second in the Open Expert last week in a very hard race for a 350. This proved to be the last race on this engine as Curre says he blew at least a piston in one of the last heats. J. Kato on a BSA made it look easy in the Open Expert moto as R. Raven on a Triumph and T. Simpson gave chase all night. Kato also won the Sweepstakes which proved to be the best race of all, as J. Dunn on a 100 and Steve Scott were given the advantage start, 50 yards out. Scott took off, building a lead no one thought Kato could overcome. Both Dunn and Kato rode hard to stay in front but on the fourth lap, Kato dove under Scott to win the trophy. For Scott's second place, two free steak dinners were given by The Wreck, in Elsinore. All in all, the races were better than ever, so get off that couch and we'll see you at Elsinore, Saturday night.

(Results on page 16)

Talented Keith Mashburn should really be a rider to watch when he goes professional in '68.

Habitue of the Elsinore night action is Honda mounted Frank McDonald, age 50, who also finished first in the 50cc Expert class at Hopetown. He's store manager for Skip Fordyce in Riverside.

FRANTIC FRESNO FROLIC

The manly art of mayhem and racing combined to give one and all a wild night of action at the second Sunday night running of indoor racing in Fresno, Calif. at the Selland Arena.

Phil Cancilla, Butch Corder and Novice Bill Jamison teamed up in a pushing, shoving, wheel-banger in the December 10 15-lap 250cc final that was nothing short of a Destruction Derby most of the way.

Legs, feet and elbows flew right and left with Cancilla winning the "match" in fifteen rounds and preserved his two-in-a-row win streak for the Spanish Montesa brand.

Corder and Jamison took turns trying to knock Cancilla down and out but the cagey rider from San Jose kept right on ramming and racing his way to his first Main Event at Fresno.

Jamison Jumps

Earlier, Jamison, the only Novice in the 250cc dash, upset three Experts to take the trophy. Ron Kruseman clocked the fastest heat race time but ran second to the new Suzuki rider who will replace Jimmy Odom on the Les Edwards racing team. Dave Bostrom was third with Cancilla laying in wait for the Main Event and taking fourth.

TT Amateur Butch Turner set a new indoor record by falling off three times in one event. The officials black-flagged the first two fall-downs but finally gave up on Butch the third time around and the race continued without him.

Aksland Comes Through

Hodaka-mounted Expert Cliff Aksland was the big winner in the 125cc class as he slid to wins in the heat race, Trophy Dash and Main Event for his first victories in many an outing.

The 125 class riders also had their share of crashes and wheel-benders but proved to be far safer and saner than their big brothers in the 250 division.

Rip-roaring indoor action goes at Fresno again this coming Sunday night before taking a holiday until January 7th. Pit gates open at 5:00 p.m. with the racing getting underway at 7:30 p.m.

(Results on page 16)

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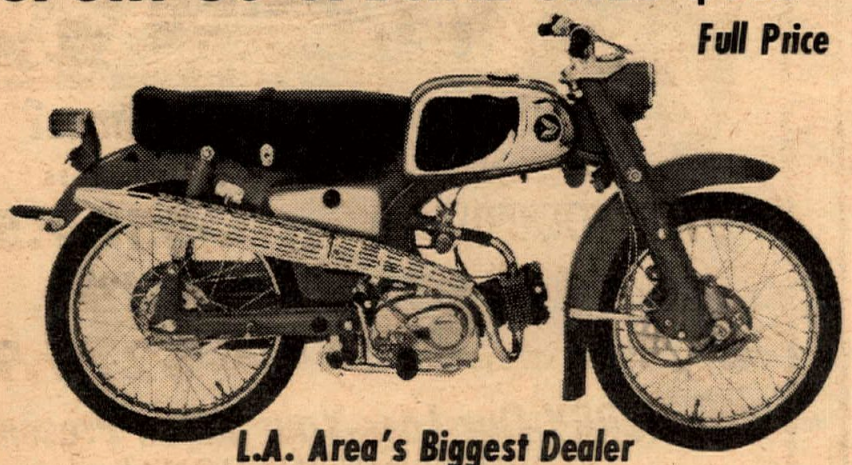

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BUSHMASTERS AT CANYON CREST

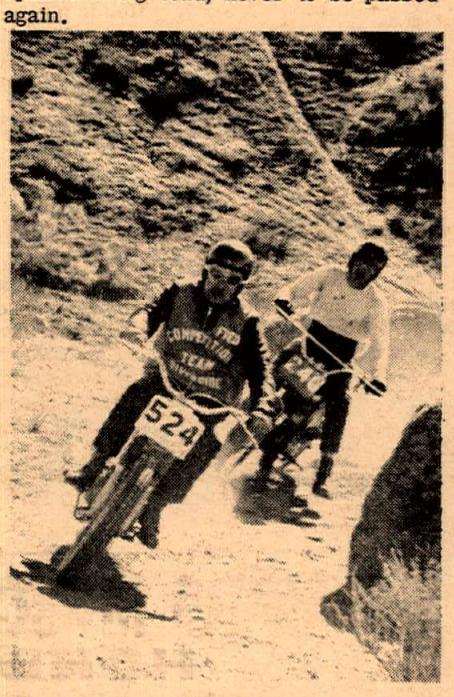
Story by Harold Walden
Photos by Steve Higby

Sunday, December 3 was a beautiful day for racing at Canyon Crest, Calif. as the Bushmaster M.C., of Banning, put on their first European Scrambles.

The banner dropped at 10:15 a.m. and it was fast open country to check one, located on a rocky hill a quarter of a mile from the start. At check one it was Jack Morgan, Frank Morgan, Phil Wood and Ray Morrow. A fast, choppy one-mile straight led to check two where it was Jack Morgan, Rich Walden, Frank Morgan, Craig LaChance and Phil Wood.

Over two hills and Walden had the lead at check 3 with Jack right on his tail. The course had slowed by now with rocks, hills and ditches. Check four was a water-filled ditch good for low gear. More hills and ditches then check five, which has a 35-foot deep gully which gave almost everyone some trouble. Walden led into the gully and Jack Morgan came out first. A long, high gear upgrade led to check six, a slick, off-camber, left turn, which Frank Morgan discovered when he slid down, letting Phil Wood into third. Frank repassed Wood just before the first check but Phil took the lead again down the straight into check two. Finally, after the water crossing, Frank passed Phil and held onto third place spot.

Walden dogged Jack Morgan's heels until the third lap when Jack finally opened a big lead, never to be passed again.



Coming round the bend, it's Fred Arnold (524), closely tailed by Chris Smith.

Above: A pack of 250's chase L.E.Davis and Norm McDonald into check one.
Below: Rich Walden (4) on the Fastass Sumbichi leads his class past the third check.

The fifth lap saw Walden making with the baling wire repairs as Frank Morgan and Wood passed by. Fred Arnold was now fifth overall and first Novice was 12-year-old Scott Smith right behind him. Larry Cook, who had worked his way up from 15th on his Yamaha 80, was in the third Novice spot.

Walden drove his Fastass Sumbichi past Wood in the seventh lap but Wood powered his Yamaha single back into third spot after check five. This has to be the most powerful trail bike around! By now, Wood's hands were bleeding from broken blisters and Walden's smooth riding Sumbichi breezed by the Yamaha with less than two laps to go.

Jack Morgan finished with a stroke of luck when a grain of sand in the carburetor stopped his engine and he COASTED over the finish line to take the win.

Lightweights

As the banner hit the ground all the lightweights were off, save the usual Bultaco, whose rider was kicking madly.

It was L.E. Davis, Norm McDonald, M.R. Montgomery and Bob Riley at the first check. Riley had taken the lead by check two and his Greeves was never again passed.

Approaching check five, Jimmy Crook, who had moved up into seventh spot on his Bultaco, was slightly left of the course and missed the danger marks; spectators and checkers, who tried to slow him, watched helplessly as he rode full bore over the 35-foot embankment, cleared a tree growing in the wash and drove straight into the ground below. Everyone thought he was seriously injured until he woke up a few minutes later with only a few scratches and a possible broken nose.

McDonald, on a Husky, Davis, on a Greeves, battled it out for second place for several laps and put on a really good race until Davis got tired out and quit halfway through the race, leaving Mc Donald an easy second place.

Big Bikes

There were no 650's entered so it turned out to be a battle of the Triumph 500's against the BSA Victors, with Ray Nichols, on his Triumph, taking an early lead. Jim Bruns passed Nichols going into check two with John R. Smith in third.

Bruns held first place for several laps with an ever-increasing lead, but, while trying to jump the water crossing his bars slipped down and became progressively looser. As the race continued the great lead he had built up was being whittled away by Smith on his Victor. Smith passed the Triumph with only one lap to go making it BSA's race.

When the times were compared it was discovered that, on the fast 3.8-mile course, the trail bikes and the 250's were lapping at almost exactly the same times, and both were turning faster laps than the 500's. All classes managed to finish nine laps in the hour-long races.

Trophy winners can get their gold at the Bushmasters next race near Beaumont, Calif. on January 7.

(Results on page 16)

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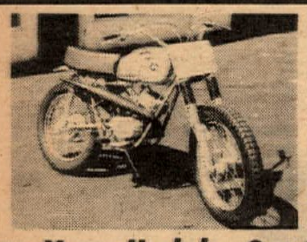

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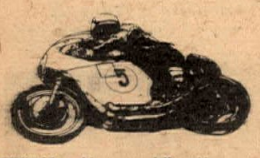

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DEHESA DOMINATORS

Sweeping over the jump en masse, this group of riders gives the effect of a sequence shot at the Dehesa, Calif. track.

Traversing a formidable rut, and fully concentrating on the job at hand, Greeves-mounted Gary Bailey shows the style that brought him double victory.

All classes from 100cc sportsman to 500cc professional moto-cross had their turn at the San Diego area course. Terrain ranged from the TT track to hilly areas and super-long sandwashes.

Story and Photos by John Shedd

To say the Europeans dominated sounds like a broken record, but it was only too true once again. For the fourth and final time this year, top Southern California riders found themselves in the back seat.

Spectators packed the Dehesa moto-cross track for the first moto-cross starring the CZ and Husky teams in the San Diego area. The track incorporated most of the Dehesa TT track plus the neighboring hills and one super-long sandwash. The track was not as good as Castaic or Forst Ranch, and in many ways it seemed like a long TT, as did Hopetown. Although there were better courses in the area, they offered no means of crowd control.

Bickers, Hallman Scratched

Two of the top European riders were scratched from the program. Dave Bickers had already departed for England, and Torsten Hallman sustained a foot injury on Saturday trying to avoid a fallen rider. He attended Sunday's race as a spectator on crutches. Lars Larsson of Sweden rode in Hallman's place to round out the Husky team. The CZ factory machines were on their way back to Europe, but Robert and DeCoster were none the worse for having to ride machines which were supplied locally.

All motos were run on a time basis instead of laps. The sportsman classes rode 15 minute motos, and the professional classes rode 20 minute motos. There were 14 motos in all, and the Hi Boots M/C ran everything so smoothly that all was over by 3:30 p.m.

The 100cc moto-cross riders were the first to pit their skills. It was a battle of Hodakas for the first three places. Gary Bailey found this class his stiffest competition of the day. He managed one win, but J. McGuire won the other and the overall win along with it. J. Major was the other thorn in Bailey's side, and he finished third.

Bailey Wails

At the start of the first 500cc moto, it appeared that Greeves-mounted Bailey would again have some tough competition. Mark Gooding on a Maico leaped into the lead and was really turning on. Bailey had to work his way up through the pack to get in second place, and it appeared that Gooding just might keep him there for a while.

Mark Gooding (4) and his Maico lead the first 500cc moto until mechanical difficulties set in, sending him to the pits for the day.

Thrilling the spectators at their last American appearance, European moto-cross aces swept the boards at Dehesa. Here Ake Johnsson leaps to second place, Husqvarna mounted, in the 250cc.

Master of all he surveyed, Joel Robert took both the 250 and 500 class professional motos, rid- his CZ with stylish abandon. His feats will long be remembered by fans and other riders alike.

It was Sir Isaac Newton who first said "What goes up must come down," but he didn't specify precisely HOW.

In the 250cc Sportsman go, masked Kawasaki pilot Jeff Willis (11) wound up third.

Eddie Mulder joined one 250 Sportsman moto.

Such was not the case, however, because Mark blew his engine. Bailey's closest competitors turned out to be runnerup R. Martin (CZ), and Triumph-mounted Al Holley, who wound up third. Holley made Bailey play catch-up in the final moto, but it was short lived, and Gary stretched out a long lead after he pulled ahead.

Bailey (again on a Greeves) was also the #1 man in the 250cc class. He had little trouble taking the win, and G. Ethridge and Jeff Willis finished second and third. Eddie Mulder ran in the second moto only (just for fun), but even Eddie could only hold Bailey off for two laps.

The first 250cc professional moto got off to a tragic start. There was an atrocious smash-up on the first turn with at least five or six bikes going down near the front of the pack. It's hard to say exactly what happened, but one thing is for certain. Preston Petty received the worse end of it. He wound up on bottom and was injured, putting him out of contention for the day.

Robert Romps

Enquist had the lead when the pile-up occurred, but Robert took it on the restart and led until he had problems; then DeCoster took the win with Johnsson in for second.

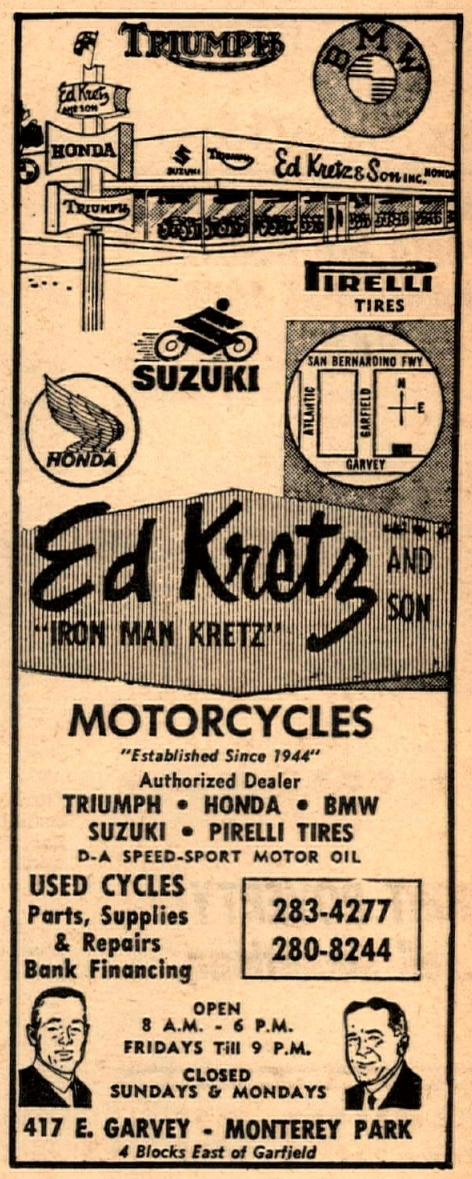
Ake Johnsson was really honking on in the final 250cc moto. For the first few laps, he showed Robert the way, but Joel finally squeezed by, pushing Ake back to second. In the end, the win went to Robert with Johnsson second and DeCoster third.

Robert grabbed the lead in the first 500cc moto with teammate DeCoster in second followed by Enquist and Johnsson. Johnsson overtook Enquist for third, and then he set his sights for DeCoster. Finally he nabbed the #2 spot forcing DeCoster back to third.

Enquist took the lead from the flag in the second moto, but he was unable to hold off Robert. Johnsson moved up to take over second, but then dropped way behind leaving Enquist in second and DeCoster in third. DeCoster didn't stay third long, as he soon zipped by Enquist to finish second behind Robert.

Now that it's all over, everyone must go home and lick his wounds and plan and scheme so that next year we can give the visitors a run for their money. It's been great watching the Europeans ride, but wouldn't it put your heart in your throat to see a red-blooded American lad cop a win next year?

(Results on page 16)



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Double winner Howard Beach is here closely pursued, flat out in fourth gear, by 2nd placer John Gaetz, both on Triumphs.

Sinners and Spokebenders Stage Dual Desert Duel

Story and Photos by Dick Wright

Three riders took double wins in last Sunday's dual desert event held at Hi Vista, north of Lancaster, Calif. Young Howard Beach, on a Triumph, just back from a two-month layoff with a broken shoulder, zapped the Experts on both courses in the combined Expert and Amateur Open and 500cc event on December 10. Bill Friant, (Greeves) did the same job in the combined 250 Expert and Amateur event. Dave Ekins, Zundapp-mounted, also turned the trick in the combined Expert and Amateur 100cc event.

The two courses were set up 200 yards apart on opposite sides of the fire road, At 8 a.m. we went over to the Sinners' course to see the first race on their schedule: the 100cc Novice. There were 106 eager riders on the line ready to take on the rough, rocky, two-mile course. On the first lap, a lot of riders got lost due to a shortage of lime, and there was so much lapping going on during the race because of the short course, that we were barely able to keep track of the winner, Bill Gomen, #325 on a Bultaco Lobito. Second place was #199 Jeff Wright on a Hodaka.

The combined Expert and Amateur 100cc class left the line after one false start. Dave Ekins, #999, had to work his way up from back in the pack, but once he got the lead he really turned the Zundapp on to build up a big margin.

The next race was the combined Open and 500cc Expert. After three tries, the banner finally dropped for a good start, and at the road crossing they were really moving, with John Gaetz, #12 on a Triumph, and Howard Beach, #33 also on a Triumph, hitting the big jump at the same time, full on in fourth gear. If you didn't see it, you wouldn't believe it, as both of these guys were four feet in the air, going 70 miles an hour! Steve Hurd, #35 on a Matchless, who is trying real hard for #1 rider for 1967, came over the jump and went through a big bush on his front wheel, but held on and rode it out.

Gaetz and Beach diced back and forth throughout the entire race, until Gaetz hit a road crossing too fast and did a spectacular hand-stand on his bars and was just barely able to stay on. Beach, then, was able to make a clean, fast pass and go on to lead it for the last three laps. Gaetz came in second, followed by Jack Byers, #3 on a Triumph, and James Martino, #8 on a BSA single, took fourth and first 500cc. The first Amateur in was Jeff Foster, #62 on a Triumph, taking fifth overall.

We got a look at Beach's bike after the race, and it looked like Dad, who tunes the bike, was going to have to do some fast work to straighten the pegs and other items to get it ready for the next race. This 19-year-old tiger really rides a hard race.

The next race we made on this course was the last one of the day: The 250 Amateur-Expert go. Bob Belt, #1x on a Greeves, grabbed the lead, with Bill Friant, #35x also on a Greeves, pushing him real hard for the first two laps. Friant was able to pass Belt on the third lap in the rough, rocky section and go on to build up a good lead and eventually take the win. Belt held on to second, pushed hard by third man Gary Cole, #3x on a Husky.

Spoke Benders Course

This was a full three-mile course with rocks kept at a minimum, but with lots of good, open boondocks and plenty of Ascot-type jumps. We were able to catch the finish of the 250 combined Amateur-Expert race, won by Bill Friant, #35x on his fast Greeves. Gary Cole, #3x was second on his Husky, and Bob Belt, #1x, pulled in third on his Greeves.

There were a long line of 100cc Novice boys, over 120 in this class, which is one of the fastest-growing in the desert, and is the reason why we were unable to keep track of the leader.

In the following race, the combined Amateur and Expert, Dave Ekins was again the winner. Frank Wheeler really looked good on his new Moto Beta. He got off to a bad start, but moved up to fifth, doing big wheelie-jumps all over the course.

Bob Tondro, #303 on a Triumph, also looked real good, winning the combined Open and 500cc Novice race, and making the turns like a flat-track rider in a full-on slide.

The race everyone was waiting to see was the second Open Expert and Amateur go of the day, which was flagged off at 2 p.m. They all got off to a good start with a big roar, and lapping the course in seven minutes was Howard Beach, #33 on his Triumph. We watched him hit a series of deep dips which had been dug out from all the previous races, and he did three lock-to-lock cross-ups from side to side, still holding it full on! He hit the big sweeping, bumpy turn, and made it down the straightaway, never letting go of that big handful of throttle that he had. Right behind Beach was again the hard-riding John Gaetz, #12, and next through the check point was James Martino, #8 on the BSA single. They were followed by Jack Byers, #3 on his Triumph.

Beach led the entire race by a hundred yards, with Gaetz pushing his Triumph hard in an effort to catch him. On the last lap, Gaetz was lapping another rider and went wide, trying to jump a big pile of boulders, but didn't make it. The bike went straight up, and Gaetz landed on the rocks. At the finish, it was Beach by two hundred yards, Jack Byers in second, James Martino in third, and Steve Hurd, #35 on the Matchless in fourth. Ron Fry, #38 on a 360 Husky, lost out in his duel with Hurd and pulled in right behind him for fifth spot.

(Results will appear when available)

Left: James (Whitey) Martino, (8) takes an an alternate route around Gene Dempsey. Martino, BSA Victor-mounted, won the 500cc class in both club's events. Above: (35x) Bill Friant led off a Greeves sweep in the 250cc class. Right: Open Novice winner Bob Tondro took a Ted's Triumph to victory in the big number class.

Dirt flies, machines protest, and men strain to surmount the obstacles imposed.

Mistakes will happen but, despite a few spills, this day's outing at Canyon Crest was injury-free.

HI JINX SCRAMBLES

Story and Photos by Larry Welborn

Things ended with a bang for the Hi-Jinx FMC as their final race of the year attracted 56 riders and several hundred spectators, December 3.

The European scrambles type race was staged at Canyon Crest in Southern California's Riverside county. Don Grieve and his Hodaka led all riders across the finish line, after making 35 laps.

Dan Kelly placed second in the two-hour race, with Steve Stricklin of the Lightweights M.C. finishing third; Red Thomas took fourth and Keith Tenis of the Hi-Jinx wound up fifth.

A challenge race between the Hi-Jinx and the Lightweight was held simultaneously with the European Scrambles. The Hi-Jinx came out on top, 250 points to 225 for the Lightweight.

Tenis, Frank Vallefuoco (12th), Bill O'Neill (13th), Larry Bird (16th) and Timmy Walton (22nd) provided the winning margin for the Hi-Jinx, who had five of their top eight riders out of the race due to injuries and mechanical difficulties.

The race climaxed a tremendously successful year for the Hi-Jinx, who are fast becoming the premiere trail bike club in the southland. Most of the comments of the riders seemed to indicate that the race was one of best organized races of the year.

A lot of the credit in this area should go to the Centinela Valley R.E.A.C.T. radio club; the Fontana R.E.A.C.T. radio club; and the South Bay R.E.A.C.T. radio club. These three clubs donated 13 radio units, numerous walky-talkies, loud speakers, and an airplane to help make the race the success that it was.

The radio units maintained constant contact with the airplane, and had there been a need for an ambulance, one could have been there within 15 minutes. These groups also assisted the Hi-Jinx in manning the course, liming the turns and generally helping out.

These clubs will be seen at future Hi-Jinx events, and even plan to sponsor one of their own Jan. 21 in the Lytle Creek area.

Le Mans Start

The 56 riders started the race promptly at 10 a.m. with a Le Mans start. The course wound through a sand trap in front of the pits and then over some hilly terrain. After going over some tough first and second gear hills, the course dropped down on to the flat for some fourth gear "hauling."

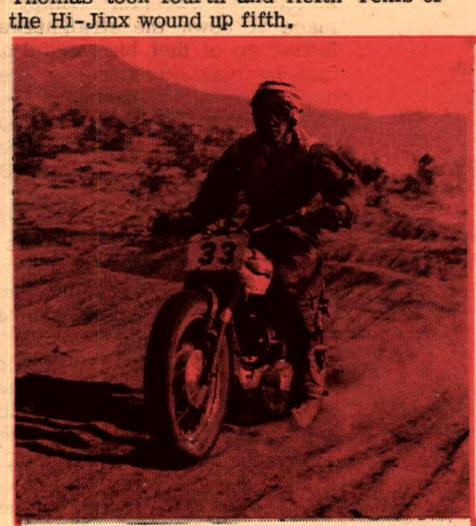
Winner Grieve and second place Kelly swapped positions back and forth throughout the race, with neither being worse than fourth at any time.

Al Ellis aboard a Hodaka was the early leader, along with Steve Stricklin. Ellis dropped out midway through the race with mechanical problems, and Stricklin kept up his pace to finish third.

Charlie Young riding a Yamaha 80 gave the crowd quite a thrill by moving from 47th place after a very poor start to finish 14th.

The course was not terribly tedious as most of the riders were still around for the finish. No injuries were reported. The 56 riders represents a Hi-Jinx all-time record as the Norwalk club enters its fourth year.

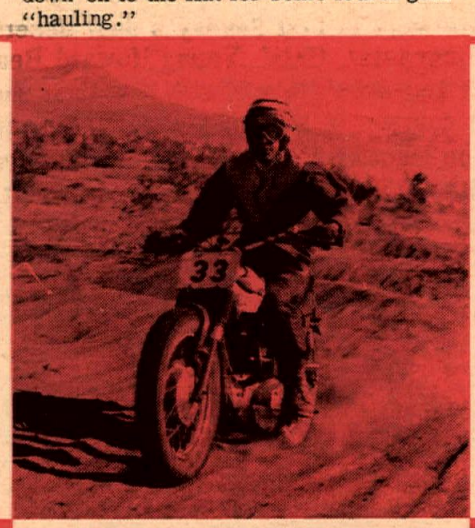
In 1968 the club will again present, on the average, two outings per month for trail bikes, including the fourth annual "Calico 100" and numerous events at El Mirage Dry Lake. (Results on page 16)



DOUBLE DESERT VICTORY

FOR TRIUMPH RIDERS

DEC. 10, 1967



... AND IN THE SPOKEBENDERS NOVICE EVENT

1ST OVERALL

BOB TONDRO

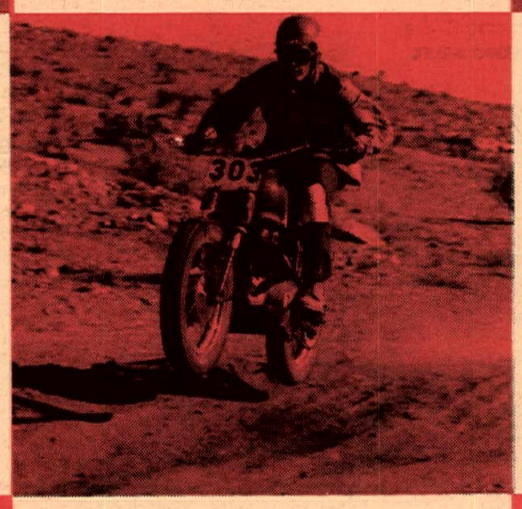
SINNERS SCRAMBLES

MORNING

OPEN EVENT

1ST OVERALL

HOWARD BEACH



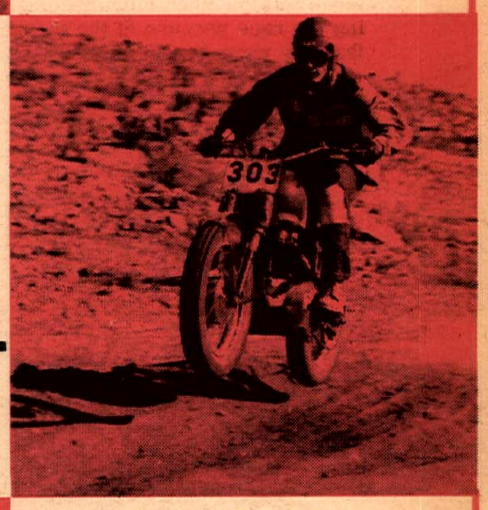
SPOKEBENDERS SCRAMBLERS

AFTERNOON

OPEN EVENT

1ST OVERALL

HOWARD BEACH



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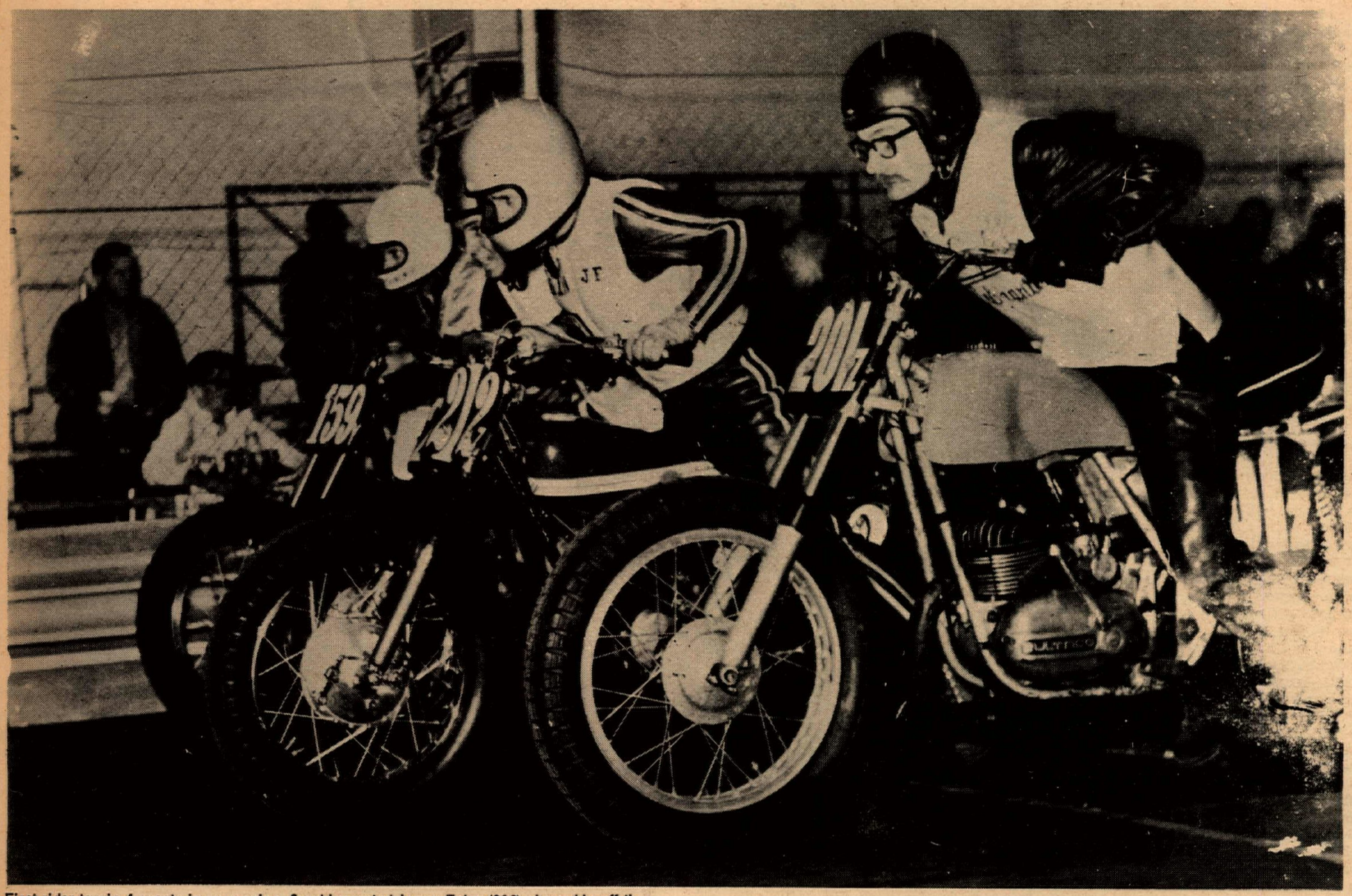

First rider to win 4 events in an evening, Suzuki-mounted James Foley (212) shows his off-the-line style. On the pole is Rick Naish (201); outside is Jon Patton (159). Foley won this heat, his semi, the Trophy Dash and the Novice Main Event.

Expert Rick Faria (41y) led this heat only momentarily on his rigid frame BSA. Hitting the deck is Paul Conserriere (9y) and avoiding a collision is Jim Rice (80y). Rice got by Faria soon after, then went on to win the Trophy Dash and top money in the Main Event. The inset shot, a specialty of photographer William Clark, shows Rice receiving his Dash trophy after pinning an orchid on the lovely trophy girl.

Story and Photos by William Clark

The name could be Jim Rice, "All American Boy," for this rider looks like the ideal type on and off the track. His Greeves always looks and performs flawlessly. Combine with this his very smooth style and Jim came up as winner of his heat race, the Trophy Dash and the Main Event at San Jose, Cal., on December 1.

Mike Yarn was wearing all-new leathers but when it came time for the Main they just didn't help in his efforts to overtake Rice and he had to settle for second. Mike became one of the victims of confusion that almost caused a near riot. During the third Amateur-Expert heat race a rider fell and slid into the guard rail very hard. Starter Chuck Guluizze reached for the black flag to be ready to stop the riders if necessary. As the flag came out of the rack it appeared to several of the riders that it was waved and they pulled up, while Mike Yarn and Bobby Self kept going. The race was completed and the riders and the crowd went into an uproar. The officials decided to re-run the race.

Anyone who has ever started a race knows exactly how Chuck felt and the realiztion that no matter what you did there would be someone unhappy. However, the pro that he is, Chuck is one of the best starters in the racing business. When the race was re-run Bobby Self took the lead for all but the last lap when Mike got inside and went by and was out in front when the checker came down the second time for the event.

The large field of Novice riders is still holding up and are run separately from the Amateur/Expert events. Last week's winner Bruce Anderson was playing basketball, Wheeler Gresham is in the hospital from an operation for a torn ligament received at last Sunday's Fresno race, and Chal De Cecco was at his girl friend's birthday party. This perhaps made it a little easier for James Foley of Walnut Creek to be the third rider to win the Main Event in as many weeks. His victory was not an easy one but he did come up with four wins for the evening. He won the 5th heat race, the 1st semi, the Novice Trophy Dash and the Main Event. James has looked progressively better each week and will be a serious contender the rest of the season.

The 0-125cc event has continued to grow from a special exhibition race the first night to two heats the second, and this week three heat races were required to pare down for a Main Event. The rider classes are mixed but all qualifiers for the Main do receive a pay-off. Bill Jamison of San Jose rode a Kanamota-prepared Moto-Beta to first in his heat and the main event. The "hundreds" are running almost as fast as the 250's and are providing good racing for the spectators and needed experience for the riders.

(Results on page 16)

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INDIO TOUR

Story and Photos by George Hays

On the weekend of November 25th, over 1,000 riders headed for Indio, Calif. on the Third Annual Indio Tour sponsored jointly by the Pacific Coasters Motorcycle Club and the Chamber of Commerce of Indio. The town really made the cyclists feel welcome, and anyone on a bike was "IN." As a local cafe owner explained while refusing payment from a rider for coffee, "The Motorcycle Tour brings more money into town in one weekend than we'd make in a month."

The run terminated at the Riverside County Fairgrounds in the center of town. The location was ideal, with a stadium, auditorium, cafeteria, and camping and parking space to spare. Some riders showed up as early as Thursday, spending the four-day Thanksgiving holiday camping on the Fairgrounds. Others followed on Friday, and by Saturday morning the sign-up booth was jammed. Riders came from as far as Arizona, Nevada, and even New Mexico.

Last year's tour drew only 600 riders, probably because of the rain that coincided with the run. This year the air was a little cool while riding, and warm clothes were in order, but once in Indio, the weather was beautiful, with the thermometer near the "80" mark.

The fun and games started at 1:30 p.m. Saturday, when the Motorcycle Parade, led by Miss Indio, left the city park, circled through town, and ended at the Fairgrounds. At 2:00 p.m., the Ace of Clubs Drill Team started their thrilling performance with a display of precision riding and high speed stunts. The Team ended their show with the famous "Suicide Split," which is about the hairiest motorcycle stunt you'll ever see. Spectators held their breath as a two-abreast column of a dozen riders charged head-on toward another rider who was blasting along at about 40 mph. At the last possible instant the riders in the column swerved violently aside, narrowly avoiding a collision. One wrong move, and the parking lot would have been covered with smashed machines and bashed riders.

Next the crowd gathered in the stadium for bike and best dressed judging. At 4 p.m. everyone lined up at the cafeteria building, next to the stadium, for a delicious chicken dinner, included in the $3.00 entry fee. The dance and trophy presentation, held in the auditorium across from the stadium, started at 7:00 p.m.

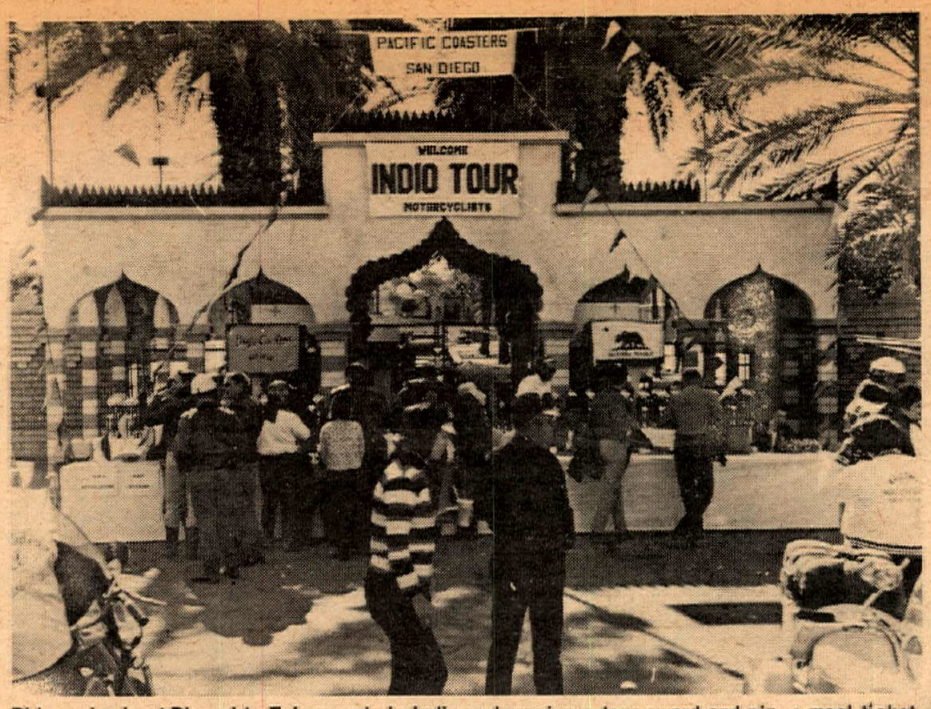
The Nuggets MC and the Rainbows MC led the events by giving Doc Wright the surprise of his life, awarding him a like-new '62 Harley 74 in recognition of his many years of hard work to better the sport of motorcycling.

Miss Indio drew tickets and 25 trophies were awarded to the winners. The first ticket drawn belonged to lucky Joe A. Jackson, the man who won the Harley XLCH on the Death Valley Run. Then followed the contests, with trophies won by the owner of the oldest motorcycle, and the tallest, shortest, heaviest, baldest, youngest riders, by the long distance club and riders, largest club, and best appearing club, to name only a few. The dance followed, with many riders having a ball until the wee hours.

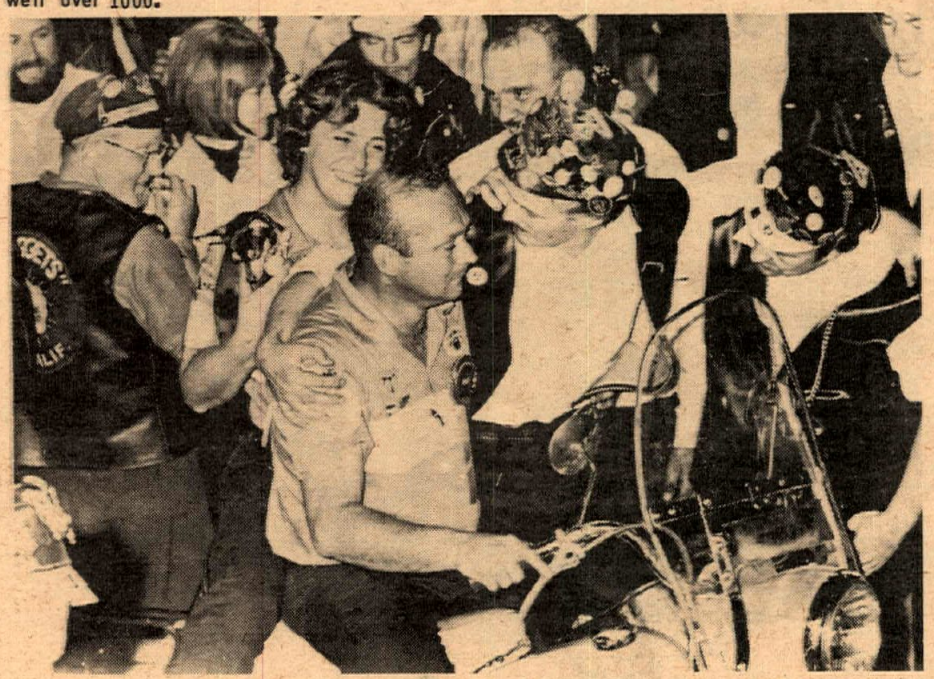
The fun started again Sunday morning at 8 a.m. in the stadium, with the traditional field events, plus a few new games invented by the Pacific Coasters. The best dressed club was chosen by five police officers, representing the Highway Patrol, Riverside County Sheriffs, Coachella and Indio Police Departments. Bill Miller and Doc Wright acted as advisors to the officers, illustrating the spirit of friendly co-operation between the law and the road riders. A total of 120 handsome trophies were awarded, a ratio of over one trophy for every ten riders. Some went home with two or three.

Next year's Tour will be held the first or second weekend in October, before the rains start and when the weather in the desert is ideal. The better weather will no doubt attract more riders, and it looks like the Indio Tour is well on the way to becoming the next to largest road run, second only to Death Valley. Motels were sold out, so make your reservations early next year if you don't dig camping.

(Results on page 16)

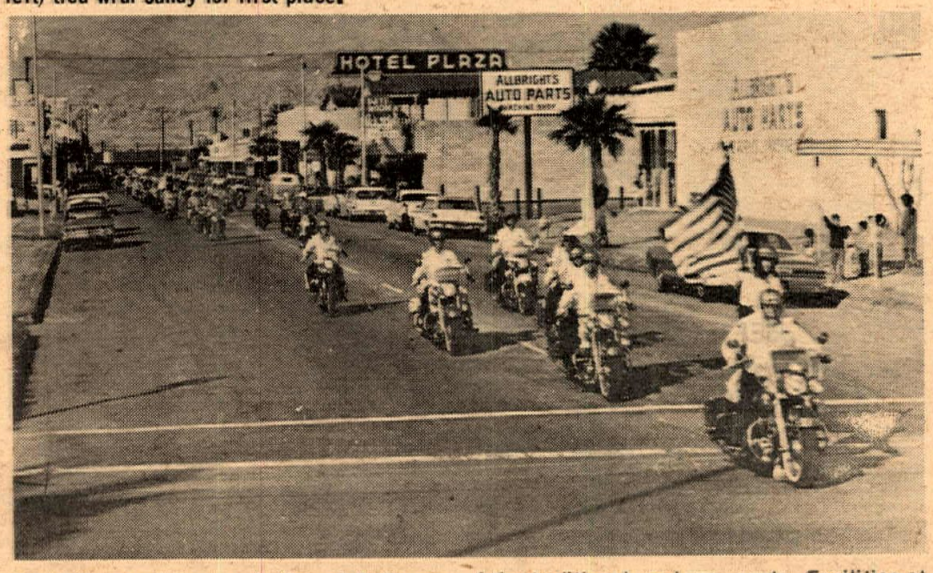


Riders sign in at Riverside Fairgrounds in Indio and receive a tour award and pin, a meal ticket, and a pass to tape over their headlight, permitting entry into grounds. The total crowd numbered well over 1000.



Still dazed by it all, Doc Wright climbs aboard the Harley 74 presented to him by his many friends. Seated behind Doc is his wife Marilyn, and Tiger, their little dog that always goes along for the ride too.

Sandy Whetnall added humor to the beauty contest by dressing in a Gay 90's type bikini. The crowd howled and Sandy laughed so hard she had to wipe away the tears. Betty Newman (far left) tied with Sandy for first place.



A small part of the parade through Indio, one of the traditional road run events. Facilities at the Fairgrounds are ideal, and there is camping and parking space to spare. Trophy presentations numbered 120.

DOC RIDES AGAIN

(See Voices this week)

Story and Photos by George Hays

One of the highlights of the 3rd Annual Indio (Calif.) Tour was the presentation of a like-new Harley 74 to Doc Wright. Doc had been without a bike for some time, due to a health problem. He developed lung trouble, and had to have specialist fly in from overseas at a cost of $3,000. Then he had to quit work, sell his house, and move to Las Vegas to get out of the smog. The desert air was too dusty to help, and he had to sell his Harley 74 to get the cash to move again, this time to Grover City, Calif. When the Wrights arrived in California again, Doc had only $8 in his pocket. With all his problems, Doc was without a bike, about the worst thing that can happen to anyone who loves motorcycles.

The Nuggets and the Rainbows M.C.'s decided that anyone who has done as much to better the sport of motorcycling shouldn't be without a machine, so they got together to do something about it. They took up a collection and got a '62 Harley from the Whittier Harley dealer at dealer's cost. The bike was without a front end, but the Nuggets had one and put it on. The Rainbows painted the bike Doc's favorite shade of green, and helped to collect funds.

Among the dealers who contributed cash and parts were Long Beach Harley-Davidson, Pomona Harley-Davidson, Fullerton Harley-Davidson, and Myers' Motorcycle Repair. Donating clubs were the Motor Maids, Rebel Rousers, Silver Eagles, Saddleback, Gypsy Wheels, Overlanders, Pacific Coasters, Norwalk Rockets, Terrapins, Knights, Jaspers, Artesia Pioneers, El Tigres, Kustoms, Road Rangers, Jackrabbits, Go-Go-Go Whittier, and the Biravados.

It was hoped that the machine would be ready in time for the Death Valley Run, but when it was about ready to go, it was discovered that the motor was shot, so Ron Williams and Don Lowers of the Nuggets got busy and completely rebuilt it in time for the Indio Run.

Doc made the Indio Run in his old truck, and as usual was seen judging machines, arbitrating disputes, directing traffic, and helping out wherever he could. He had heard a rumor or two, and suspected something might be afoot, but he had no idea he was to be presented with a bike; as far as he was concerned, it was kept a carefully guarded secret.

At 7:00 p.m., a huge crowd gathered in the auditorium for the trophy presentation and dance. Don Lowers and B.R. Williams of the Nuggets got up on the stage in front of the microphones.

"Doc, come on up here for a minute," Don said.

"What for," Doc called.

"Never mind, just get up here," Don said.

Doc came up to the mike and Don said, "Doc, in recognition of your years of work to better motorcycling, we would like to present to you a little award. Here is the pink slip to a Harley."

Don handed Doc some papers, and Doc looked puzzled, as if he couldn't figure out what was going on. A moment later a beautiful green "74" roared through the door and up to the stage, piloted by Jerry McKinney of the Rainbows, with Marilyn and Tiger, Doc's wife and little dog on behind.

Suddenly, Doc realized what was happening. His jaw dropped, he looked dazed, and his knees buckled. Someone shoved a chair under him just in time. A microphone was held for him and he was asked to say a few words. His lips moved, but no sound came. No one can say he wasn't surprised.

Finally he was able to gasp, "Who's going to teach me to ride?" A pretty good punch line, considering he has been an active AMA rider for over twenty-five years. Doc finally managed to walk off the stage and as he climbed on his new bike, the crowd gave a deafening cheer.

Doc sat on the machine for a long while, completely stunned. Finally he pulled himself together enough to fire up and ride out through the door. Next morning he was seen, apparently completely recovered from the shock, happily chugging around the Fairground, trying out his new machine.

The Nuggets and the Rainbows are still about $150 in the hole on the deal, and are still accepting donations. Any of Doc's friends who would like to be counted among those who chipped in can still send a dollar or two to the Nuggets, 6721 Western Ave., Buena Park, Calif. or to the Rainbows, 11152 Bunker Hill Dr., Los Alamitis, Calif.

RESULTS

All results unofficial unless otherwise noted.

3rd ANNUAL INDIO TOUR
Indio, Cal., Nov. 25-26, 1967

By George Hays

MOTORCYCLE JUDGING (Male)
1. Over 1000cc Stock: Donald Hendricks
2. Over 1000cc Stock: Russell Hall
1. Over 1000cc Modified: J.W. Edwards
2. Ronald Schall
3. Bobby Shelton
1. Over 1000cc Custom: Ruben Landron
2. Claude Shumker
1. 400-1000cc Stock: J. Martin
2. Robert Carter
1. 400-1000cc Custom: Clayton Johnson
2. Nelvia Magnet
1. Under 400cc Stock: Kenneth Ferguson
2. C.H. Luckenbill
1. Under 400cc Custom: Roger Melanson
2. Rex Izumi

MOTORCYCLE JUDGING (Female)
1. Over 1000cc: Marietta Whetnall
1. Under 1000cc: Shirley Sentell
2. Lou Zirizman
3. Claudia Hess

ANTIQUE MOTORCYCLE: George Granger
SIDECAR (STOCK): Larry Suit
SIDECAR (CUSTOM): Darrell Steen
SAFETY DISPLAY (Over 1000cc): Odie Poterfield
SAFETY DISPLAY (Under 1000cc): Phyllis Clark

BEST DRESSED MALE
1. Del Beauchesne
2. Harold Ramsey

BEST DRESSED FEMALE
1. Jane Jeffers
2. Florence Froggatt

BEST DRESSED FAMILY: Don Crittenden's

BEST DRESSED CLUB
1. Saddlebacks
2. Silver Eagles
3. Overlanders

OLDEST RIDER: Florence Frogatt (age 63)
TALLEST RIDER: Wayne Pontin (6'8½")
TALLEST FEMALE: Diane Kesselring
OLDEST MOTORCYCLE: Tom Meacham (1933 H-D)
SHORTEST RIDER: Shirley Sentell
FATTEST RIDER: Lowell Holmes
BALDEST RIDER: Vernon Hamilton
LONGEST HAIR (Female): Peggy Keeler
BEST LOOKING LEGS (Male): Bob Krukemeyer
LONG DISTANCE RIDER: Bill Allen, Albuquerque, N.M.
LONG DISTANCE CLUB: Los Caballerous, Tucson, Ariz.
LARGEST CLUB:
1. Nuggets (41 members)
2. Gypsy Wheels (25 members)
INDIO TOUR QUEEN: Betty Newman and Sandy Whetnall (tie)
INDIO TOUR QUEEN (Under 12): Brenda Ogan (14 months old)
BEST CLUB CAMPSIDE DISPLAY Norwalk Rockets
BEST INDIVIDUAL CAMPSITE DISPLAY: Charles Millspaugh
LARGEST FAMILY: Burney Clark's (7 members)
HARD LUCK AWARD: Ronald Adams
BEST LOOKING CLUB IN PARADE: California Rainbows
YOUNGEST AMA ENTRY: David Strigl (7 weeks old)
FIRST MAIL ENTRY: Gabe Palmer
OUTSTANDING CLUB ON TOUR (Perpetual): Norwalk Rockets
ONLY PEOPLE NEVER TO MISS A PACIFIC COASTERS RUN: Stan & L Davis

SWEEPSTAKES: Jack Elliott
1. Lucky Walling
2. Jerry Jackson
3. Harold Goodrick
4. Robert Adams
5. Richard Clark
6. Gene Brownfield
7. Donald Pavtot
8. Mary Callahan
9. Mary Rhoades
10. Joe Marn
11. Michael Navratill
12. Richard Crittenden
13. Roy Hansen
14. Rudy Zivic
15. William Higuera
16. Jane Jeffers
17. Laura Higate
18. Donald Behnke
19. Cherry Moore
20. Donald Hendricks
21. Eilene Kelly
22. Tom Henry
23. Robert Hazeltine
24. John Gertsma
25. Joe Jackson

DESERT CHALLENGERS EUROPEAN SCRAMBLES
Deadman's Point, Cal.
Nov. 5, 1967

100cc CLASS

* 1.	Cldve Thomas	V.T.
* 2.	Bob McLaughlin	Sac
* 3.	Lloyd Taylor	Hod
* 4.	Bill Barkkari	Hod
* 5.	Tom Morrison	Hod
* 6.	Michael McClure	Bri
* 7.	Jim Brown	Sac
* 8.	Alex McPherson	Hod
* 9.	M. McManus	Yam
*10.	Tracy Saylor	M.B.
*11.	Del Lowey	Sac
*12.	Steve Dunlavy	Hod
*13.	Terri Bryce	Hon*
*14.	Danny Horton	Hod
*15.	Geo. Schmidt	Hod
*16.	Bob Clarck	Bri
*17.	Ken Newton	Hod
*18.	Mike Brown	Sac
*19.	Jack Leach	Yam
*20.	Scott Smith	Hon
*21.	Jim Saunders	Hod
*22.	Les Reed	Yam
*23.	Larry Smith	Yam
*24.	Harold Fletcher	Hod
*25.	Claude Long	Yam
*26.	Bud Fink	Hod
*27.	Tom Cooper	Yam
*28.	Ralph Parker	Bul
*29.	J.L. Turpin	Yam
*30.	Chris Smith	Yam
*31.	Pat Martin	Bul
*32.	Gary Davies	Hod
*33.	Bix Dunlavy	Yam
*34.	Jim Norman	Hod
*35.	Brian Akers	Yam
*36.	Geo. Ramey	Hod
*37.	Bill Burr	Hon
*38.	Juanita Jenkins	Hon
39.	Joe Higgs	Yam
40.	Rick Williamson	Hod
41.	Doug Leach	Yam
42.	Jeff Bryce	Hon
43.	Carl Vanderwindt	Yam
44.	Don Grieve	Hod
45.	Mike Keena	Hod
46.	Dianna Wessel	Hod
47.	Pete Carrell	Yam
48.	Larry Fink	Yam
49.	Mike Lowell	Hon
50.	Chuck Ayres	Hod
51.	Joseph Bricker	Hod
52.	Duane Smith	V.T.
53.	Jim Parker	M.B.
54.	W.J. Wakefield	Hod
55.	Sharron Zarth	Hon
56.	Mike Macklin	Hod
57.	Joe Gardner	Hod
58.	Sandra Lambert	Hod
59.	Leo Walker	Hod
60.	#589	
61.	Gary Anderson	Bul
62.	Dick Morrow	Suz
63.	Don Mitchell	Hod

250cc CLASS

* 1.	Lynn Fortner	Hus
* 2.	Bill Ydiando	Hus
* 3.	Kurt Lohmeyer	Gre
* 4.	Troyce Gayle	Hus
* 5.	Doug Simington	Gre
* 6.	Dave Lopera	Gre
* 7.	Neil Winston	Hus
* 8.	Charles Bertalon	Kaw
* 9.	Bill Walters	Hus
*10.	Jim Rutter	Gre
*11.	Gary Moen	Gre
*12.	Mike Seitz	Kaw
*13.	Larry Bowser	Bul
*14.	Eddie Shinault	Hus
*15.	Marcin Kovich	N.J.
*16.	Cal Sukut	Mai
*17.	James Lovelady	Kaw
*18.	Tom Hudson	Hus
*19.	Art Rever	Bul
*20.	Wesley Sullivan	Gre
*21.	Robert Duncan	Hus
*22.	Tom Sandborn Jr.	Duc
*23.	Jack Rampey	Bul
*24.	Terry Lancaster	Tri
*25.	Don Wiseman	Hus
26.	Harold King	Hus
27.	Denny Clement	Hus
28.	Lee Haase	Hon
29.	Bill Fletcher	Bul
30.	Larry Sproles	Hon
31.	Joe Higgs	Bul
32.	Doug Feelo	Dot
33.	Bill Holder	Bul
34.	Claude Wiseman	Gre
35.	Jim Cavin	Bul
36.	Art Thomas	Hon
37.	Hugh Long	Hon
38.	Ken Markham	Bul
39.	Tim Hammond	Hon
40.	Doug Lantz	Bul
41.	John Earl	Tri
42.	Ralph Wilkinson	Gre

Disqualified For Cutting #622 and #87

OPEN CLASS

* 1.	Ron Fry	Hus
* 2.	Tim Smith	Tri
* 3.	Doc Bryce	Hus
* 4.	Bud Ferro	Tri
* 5.	Dennis Rempel	Hus
* 6.	Blair Bernhbaum	Tri
* 7.	John Dorius	Hus
* 8.	Hank Wessel	BSA
* 9.	Art Heinrich	Hus
*10.	Chuck Nelson	Hus
*11.	John Nash	Tri
*12.	Frank Macklin	Tri
*13.	Tim Sanborn	Mat
*14.	Doyle Houk	Hus
*15.	Carl Spahr	Tri
*16.	Curt Horst	Tri
*17.	Don Knott	Hon
*18.	James Cain	Tri
*19.	Dan Cottrell	BSA
*20.	Alan Peppel	Hon
21.	Gary Donohew	Tri
22.	Tom Johnson	Mat
23.	Steve Mitchell	BSA
24.	Ken Edwards	Hus
25.	Wes McGee	Tri
26.	Don Orr	Tri
27.	Ken Sakamoto	BSA
28.	Howard Rahn	BSA
29.	Al Ferdman	Tri
30.	The Pie Tri.	Tri
31.	Terry Wydrembek	Hon
32.	Phil Schreiner	Hon
33.	John Fox	Mai
34.	Robert McClung	Yam

In the order of their finish, the following 250 riders were disqualified for riding in the Open Class. 2nd #254X, 10th #77, 19th #60P, #258X 20th, 11X 21st, 109X 25th, 826X 39th.

* Denotes Trophy Winners
** First Girl Finisher

INDOOR SHORT TRACK
San Jose, Cal., 12-1-67

By William Clark

1st NOVICE SEMI

1. James Foley	Suz
2. Bill Jamison	Suz
3. Bill Lyons	H-D
4. Tony Williams	BSA

2nd NOVICE SEMI

1. Ed Garer	BSA
2. Rick Naish	Bul
3. George Carter Jr.	—
4. Steve McCants	Mon

NOVICE TROPHY DASH

1. Jim Foley	Suz

AM/EXP. HEAT WINNERS

Heat 1: Jim Rice	Gre
Heat 2: Dave Bostrom	Suz
Heat 3: Paul Bostrom	Hon
Heat 4: Mike Yarn	Bul

1st AM/EXP. SEMI

1. Ken Weakley	Suz
2. Phil Cancilla	Mon
3. Russ Howe	—
4. Rich Faria	BSA

2nd AM/EXP. SEMI

1. Bobby Self	Suz
2. Ron Wisler	Bul
3. Lloyd Houchins	Kaw
4. Danny Davis	—

0-125cc AM/EXP. MAIN EVENT

1. Bill Jamison	M-B
2. Mike Yarn	Hod
3. Eddie Edget	Bul
4. Jim Rice	Bul

250cc AM/EXP. MAIN EVENT

1. Jim Rice	Gre
2. Mike Yarn	Bul
3. Phil Cancilla	Mon
4. Ron Wisler	Bul

DEHESA INT'L MOTO-CROSS
Dehesa, Calif.,
Sun., Dec. 10, 1967

By John Shedd

250cc PROFESSIONAL MOTO

1. Joel Robert	CZ
2. Ake Johnsson	Hus
3. Roger DeCoster	CZ
4. Stephan Enquist	Hus
5. Lars Larsson	Hus
6. Bill Silverthorn	Hus
7. Don McCarley	Mon
8. Jim Stein	Hus
9. John Kenyon	Gre
10. Ray McCarty	Hus
11. Dusty Coppage	Mon

500cc PROFESSIONAL MOTO

1. Joel Robert	CZ
2. Roger DeCoster	CZ
3. Ake Johnsson	Hus
4. Lars Larsson	Hus
5. Ron Nelson	Mon
6. Charles Minert	BSA
7. John Kenyon	Mai
8. Jim Stein	Hus
9. Russ Robinson	BSA
10. Bud Ekins	Tri
11. Stephan Enquist	Hus
12. Walt Axthelm	CZ
13. Phil Bowers	CZ

100cc SPORTSMAN

1. J. McGuire	Hod
2. G. Bailey	Hod
3. J. Major	Hod

250cc SPORTSMAN

1. G. Bailey	Gre
2. G. Ethridge	Hus
3. J. Willis	Kaw

500cc SPORTSMAN

1. G. Bailey	Gre
2. R. Martin	CZ
3. A. Holley	Tri

POWDER PUFF

1. Shirley Newsom	Hod
2. Carol Gooding (Tie for 2nd)	Hod

NORTHERN CALIFORNIA CHAPTER
AFM TOP 10 GP RIDER POINT STANDINGS

1.	Ron Grant, Brisbane, Cal.	216 Pts
2.	Art Baumann, No.Hollywood, Cal.	133
3.	Ron Pierce, Bakersfield, Cal.	106
4.	Fred Muhlberg, San Fran., Cal.	104
5.	Steve McLaughlin, Covina, Cal.	103
6.	Dick Kilgroe, No.Hollywood, Cal.	89
7.	Tom Steele, Santa Rosa, Cal.	72
8.	Tony Nicosia, Azusa, Cal.	67
9.	Georganne Muhlberg, San Fran, Ca	66
10.	Tom Cleghorn, Menlo Park, Cal.	63

NORTHERN CALIFORNIA CHAPTER AFM ROAD RACE POINT STANDINGS – GP CLASSES

(Note: Makes listed if one only)

500cc CLASS

1. Tom Cleghorn	Hon
2. Tony Nicosia	—
3. Charles Clement	Hon

100cc CLASS

1. Ron Grant	Yam
2. Georganne Muhlberg	Yam
3. Ron Pierce	Hod

125cc CLASS

1. Steve McLaughlin	Hon
2. Rick Shell	Hon
3. Ron Shuman	Hon

175cc CLASS

1. Fred Muhlberg	Hon
2. Dick Stuelke	Hon
3. Jim Williams	Hon

250cc CLASS

1. Ron Grant	—
2. Art Baumann	—
3. Ron Pierce	Yam

350cc CLASS

1. Art Baumann	—
2. Ron Grant	—
3. Byron Black	Kaw

500cc CLASS

1. Dick Kilgroe	Hon
2. Phil Makanna	Nor
3. John Fritz	Tri

1000cc CLASS

1. Tom Steele	Tri
2. Jim Deehan	Tri
3. Bill Lyons	Tri
4. Art Bernheisel	H-D

SIDECAR 1300cc CLASS

1. Ron Grant/Dave Burchards	Tri
2. Jim Sadilek/Mark Strong	H-D
3. Reg Pridmore/Ernie Ceasar	Tri

MOST IMPROVED RIDER: Ron Pierce
MOST SPECTACULAR RIDER: Art Baumann
MECHANIC OF THE YEAR: Mario Camperri
HARD LUCK RIDER: Hal Parks

ELSINORE TT SCRAMBLES
Sat., Dec. 9, 1967

By Don Wallen

100 NOVICE

1. A. Anglade	Hod
2. J. Dunn	—
3. C. Smith	Yam

200 NOVICE

1. B. Love	Tri
2. B. Ashcraft	Bul
3. B. Hisey	Bul

250 NOVICE

1. D. Willardson	H-D
2. B. Ashcraft	Bul
3. B. Cain	Mon

350 NOVICE

1. J. Curre	Hon
2. R. Ellis	Bul
3. F. Silva	Hon

500 NOVICE

1. D. Harrison	Hon
2. B. Reams	Tri
3. D. Burkman	BSA

OPEN NOVICE

1. C. Arrowwood	Tri
2. T. Simpson	Tri
3. W. Dibble	Tri
4. B. Reams	Tri

100 EXPERT

1. S. Scott	Bul
2. T. Warren	Bul
3. R. Vanderpool	Yam
4. J. West	Hod

250 EXPERT

1. F. Edwards	Bul
2. E. Olesen	Bul
3. T. Warren	Bul

500 – OPEN EXPERT

1. J. Kato	BSA
2. R. Raven	Tri
3. T. Simpson	Tri

SWEEPS

1. J. Kato	BSA
2. S. Scott	Bul
3. J. Dunn	—

FAMILY FUN WHEELERS 100-MILE CROSS COUNTRY
Yakima, Wash.,
Sun., Nov. 19, 1967

By Don Pomeroy

OVERALL WINNER

1. Ken Habeck	Hus

OPEN CLASS

1. Ron Wilson	Tri
2. Mike Annen	Nor
3. Floyd Payne	H-D
4. Bob Barton	BSA
5. Ed Powers	Tri
6. Doc Loomis	Tri
7. Jesse Rodrigues	Tri

500cc CLASS

1. Ken Habeck	Hus
2. Dick Jagow	Mat
3. George Wise	Hus
4. David Wiedeman	Mai
5. Mell Skaar	Hus
6. Bob Cobb	BSA
7. Carl Pruitt	Hus
8. Darrell Triber	BSA

250cc CLASS

1. Jim La Plant	Bul
2. Arnie Shager	Bul
3. Jim Watts	Gre
4. Roy Burke	Gre
5. Larry Robinson	Hus
6. Mike Clark	Gre
7. Norris Bracy	Bul
8. Don Harris	Gre
9. Bob Kopp	Bul
10. Bill O'Shaughessy	Hus
11. Bob McKeckham	Gre
12. Aaron Leno	Bul
13. Kary Mattson	Gre
14. Jack Hardeman	Gre
15. Dave Friesslman	Gre
16. Archie Triber	Oss

200cc CLASS

1. Tom Hines	Bul
2. Mel Conboy	Kaw
3. Bill Boden	Hon
4. Don Puffindurger	Kaw
5. Doug Rogers	Bul
6. Jerry Maker	Hon

100cc CLASS

1. Gene Hess	Hod
2. Harry Thomas	Yam
3. Richard Rogers	Hon
4. Don Powell	Bri
5. Bill Pharness	Yam
6. David Kennedy	Hon
7. Bob Schnieder	Hon
8. Dan Johnston	Hon
9. Frank Forster	Hod
10. Gene Mendenhall	Hon
11. Gene Marshall	Hod
12. Harold Batton	Hod
13. Norm Hardin	Hod
14. Don King	Hod
15. Calvin Vess	Hon
16. Stan Toland	Hod
17. Roger Bille	M-B
18. Jim Krefsky	Hod
19. Larry Roestel	Hon
20. David Brown	Yam
21. Perry Wolf	Hod
22. Larry Yount	Hon
23. Larry Ellifritz	Hon
24. Howard Gilson	Yam
25. Tom Ireton	Hod

POWDER PUFF CLASS

1. Maureen McCare	Bul
2. Judy Walker	Yam

BUSHMASTERS EUROPEAN SCRAMBLES Canyon Crest
Sun., Dec. 3, 1967

By Harold Walden

TRAIL BIKES

1. Jack Morgan	E	Hod
2. Frank Morgan	E	Hod
3. Rick Walden	E	F.S.
4. Phil Wood	E	Yam
5. Scott Smith	N	Hon
6. Fred Arnold	N	Hon
7. Larry Cook	N	Yam
8. Walter Shart	N	Hon
9. Larry Davis	N	Hod
10. Bud Carmello	N	Hod
11. Don Shearer	N	Hod
12. Al Lavigne	N	Yam
13. Chris Smith	N	Yam
14. Charlie Hogue	N	Hod
15. Ray Morrow	N	Hod

LIGHTWEIGHTS

1. Bob Riley	E	Gre
2. Norm McDonald	A	Hus
3. Mike Seitz	N	Kaw
4. M.R. Montgomery	A	Hus
5. Richard Andrus	N	Gre
6. James Pritle	N	—
7. Mike Shepherd	N	Gre
8. William Rhoads	N	Bul
9. Eric Moberg	A	Bul
10. Steve Stavely	N	Gre

HEAVYWEIGHTS

1. John R. Smith	N	BSA
2. Jim Bruns	N	Tri
3. Jim Myers	N	Tri
4. Bob Scarborough	N	BSA
5. Ray Nichols	N	Tri
6. Ron Hayter	A	BSA

VEGAS VALLEY M/C TT SCRAMBLES
Las Vegas, Nevada
Sun., Dec. 10, 1967

90 NOVICE
1. D. Gordon Hon
2. S. Nichols Hon
3. M. North Bri
4. J. W. Berger MB
5. G. Wells Yam
6. D. Bennett Hon
7. J. Nachtigell Yam
8. T. Decker Yam

90 AMATEUR-EXPERT
1. D. Miller Kaw
2. J. McDonald Yam
3. N. Hanson Yam
4. T. Culp Hon
5. S. Slagle Hod
6. R. Tooley Yam
7. A. Deauford Hon

250 NOVICE MAIN
1. R. Jones Bul
2. B. Williams Bul
3. P. Valensuela Bul
4. J. Randolph H-D
5. B. Hoffman Kaw

200 CLASS
1. L. Shappie Bul
2. C. Bartlett Bul
3. T. Culp Bul

250 AMATEUR-EXPERT
1. C. Hatcher Bul
2. T. Longwith Gre
3. J. Willey Mon
4. T. Jones H-D
5. D. Sromalla Kaw

500 NOVICE
1. T. Stockstill Hon
2. D. Border Tri
3. G. Sewell BSA
4. M. Gibson Hon

500 AMATEUR-EXPERT
1. G. Jones BSA
2. R. Nichols Tri
3. R. Knowles BSA
4. B. Jackson BSA
5. R. Sattler BSA

OPEN NOVICE
1. R. Miller Mat
2. J. Myers Tri
3. R. Mallory Tri
4. D. Allen Tri

OPEN AMATEUR-EXPERT
1. D. Jones BSA
2. C. Hatcher Tri
3. D. Jones Tri
4. M. Winsor Tri

ACA NAT'L POINTS ROAD
Riverside, Calif., Int'l Race
Sun. Dec. 10, 1967

50cc GP CLASS I
1. Colin Jones Hon
2. Tony Nicosia Suz
3. Don Dierking Suz

50cc GP CLASS II
1. Daniel Osborne It-J
2. Paul Wilde Yam
3. Sid Chambers Mon
4. Wm. Ellis Yam

100cc
1. Gary Niwa Ang
2. Brad Stankey Yam
3. Cecil Oswald Yam
4. Val Howard Yam
5. Dick Carlson Gar
6. Wm. Wright Hod
7. Chuck Purcell Hod
8. Steve Froschauer Yam

125cc
1. Buddy Parriott Bul
2. Bruce Shaw Hon
3. Chief Galbraith Yam
4. Gary Niwa Ang
5. Bob Barker Duc
6. Moe Conserriere Bul

175cc
1. Dale Allee Hon
2. Ralph LeClercq Duc
3. Ron Phillips Oss
4. Les Schoenfelder Hon
5. Ron Littlefield Hon
6. Ron Dean Hon

200cc
1. Dave Damron Suz
2. Greg Kearney Bri
3. Steve Galbraith P.R.
4. Mike Velasco Bri
5. Bob King Suz

250cc
1. Art Baumann Yam
2. Fumio Ito Yam
3. Dave Smith Yam
4. Don Emde Suz
5. Rod Gould Yam
6. Cecil Oswald Yam
7. Brian Shiers Yam
8. Ellis Bole Suz
9. Ken Gardner Yam
10. Mike Moore H-D
11. Ed Ford Yam
12. Larry Williford Duc
13. Ruben Portillo Yam

500cc
1. Rod Gould BSA

ACA Nat'l Points Road Race Continued

LIGHTWEIGHT PRODUCTION

50cc
1. Tom Cangemi Mon
2. Dick Pearce Mon
3. Bill Giles Mon

100cc
1. Stephen McDermott Yam

125cc
1. Myron Tracy Hon
2. Geoffrey Mazon Suz
3. Alan Spears Kaw
4. Bill Marchant Suz

175cc
1. Kenneth Russell Hon

200cc
1. David Damron Suz
2. Steve Galbraith Bul
3. Norman Rille Yam

250cc
1. Dave Damron Suz
2. Reg Pridmore Kaw
3. Pat Hynan Suz
4. Geoffrey Mazon Suz
5. Charles Small Duc
6. James Bart Kaw
7. Michael Prusinski Duc
8. Franklin Ross Suz
9. Marvin Bigman Yam

350cc
1. Byron Black Kaw
2. Chief Galbraith Kaw
3. David Allee Hon
4. Marvin Sanders Hon

500cc
1. Dick Kilgroe Hon
2. Ken Layne Hon

OPEN
1. Jim Leineweber Tri
2. Dan White Nor
3. Francis Buzzelli BSA
4. Dale Larson H-D

PONDEROSA HARE SCRAMBLES
Sun., Dec. 3, 1967

By Wes Anderson, Sr.

TRAIL CLASS—70 Entries
1. D. Goldsmith Hod
2. S. Holiday Hod
3. T. Hoyle Hod
4. M. Lee Hod
5. D. Hockie Hod
6. M. Payse Bul
7. G. Souza Hod
8. W. Parrish MB
9. B. Barkkari Hod
10. J. Lonergan Hod
11. T. McCartney MB
12. T. Horten Mod
13. L. Mullen Hod
14. R. Martin Hod
15. R. Thompson Bul
16. D. Housley Yam
17. T. Ferris Hod
18. G. Peterson Bul
19. J. Perkins Hod
20. D. Kolesar Yam
21. D. Fuller Hod
22. A. Wilson Hod
23. D. McAllister Hod
24. D. Woodward Hod
25. B. Seaman Yam
26. G. Philbrook Hod
27. R. Bechard —
28. R. Revett Hod
29. L. Powell Bul
30. R. McAllister Hod
31. G. Calkins Yam
32. A. John Hod
33. R. Powell Yam
34. K. Warner Yam
35. E. Campbell Hod
36. H. Williams Hod
37. D. Jansen Yam
38. W. Brown Hod
39. L. Lague Kaw

OPEN CLASS—82 Entries
1. J. Martino BSA
2. B. Friant Gre
3. B. Hutton Hus
4. R. Fry Hus
5. L. Peterson Mai
6. G. Thomas Gre
7. J. Palacios Gre
8. J. Anderson Hus
9. B. Kulek Bul
10. R. Johnson Hus
11. M. McCoy Gre
12. J. Good BSA
13. G. Westergaard Bul
14. D. Halldin Gre
15. D. Brewer Tri
16. D. Kilpattick Bul
17. C. Parlee Tri
18. N. Gaiger Bul
19. D. Abbott Gre
20. S. Warren Gre
21. B. Iverson Duc
22. T. Martin BSA
23. G. Evans Hus
24. D. Lessin Hus
25. G. Dean Gre
26. B. Murphy Tri
27. G. McCoun Bul
28. A. Brethour Bul
29. C. Sukut Mai
30. W. Ferris Bul
31. L. Beers BSA
32. J. Vaughn Oss
33. T. Johns Tri
34. J. Garrish Bul
35. K. White Bul
36. R. Chosney BSA
37. D. Smith Hon
38. J. Abraham Gre
39. J. Peterson Tri
40. L. Lehigh Hus
41. L. Hoebel BSA
42. D. Payse Gre

FRESNO INDOOR SHORT TRACK Fresno, Cal.
Sun., Dec. 10, 1967

250cc MAIN EVENT
1. Phil Cancilla Mon
2. Butch Corder Tri
3. Bill Jamison Suz
4. Rick Woods Duc
5. Ron Kruseman Tri
6. John Kanamoto Bul
7. Ken Weakly Suz
8. Dick Lewis Suz
9. Dave Bostrom Hon
10. Mike Yarn Bul
11. Scott Wilson Mon
12. Bob Self Suz

125cc MAIN EVENT
1. Cliff Aksland Hod
2. Harold Raggio Kaw
3. Ken Weakly Bul
4. Ron Pierce Yam
5. Alex Chinowski Hod
6. Joe Brown Jaw
7. Tom Rockwood H-D
8. Gary Waldo H-D
9. Ed Eyged Bul
10. Jerry Clark Bri
11. Walt Fulton H-D
12. Ron Wisler Bul

125cc TROPHY DASH
Cliff Aksland Hod

250cc TROPHY DASH
Bill Jamison Suz

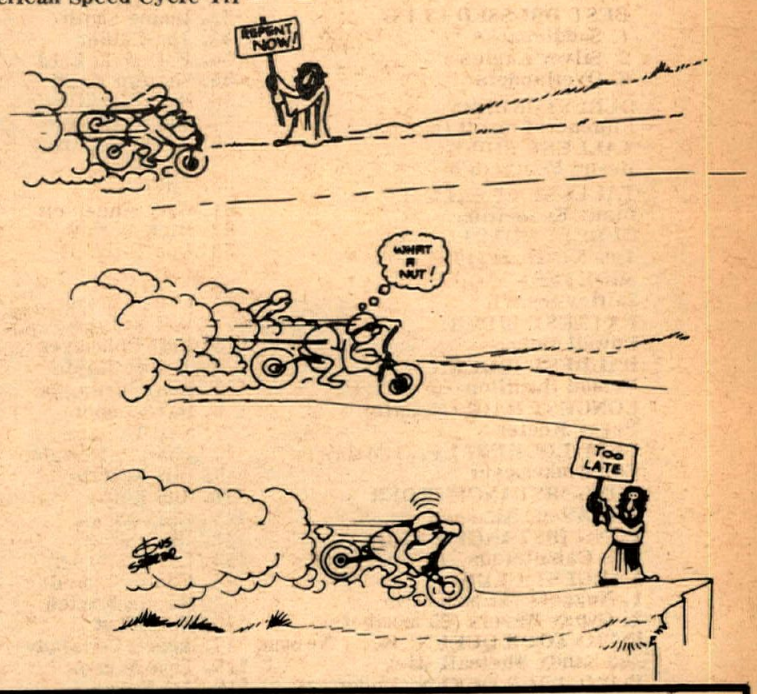
LIONS DRAG RESULTS & RECORDS
Sun., Dec. 10, 1967

STOCK STREET
A — L. Hyder H-D 15-47— 84.58
D — Krieger Hon 15.42— 81.00
E — Spivack Suz 14.49— 89.02
F — B. Price Hon 17.74— 70.53

MOD. STREET
A — Brackett — Miller H-D 12.25—112.50
D — Jack Murphy Suz 12.82—102.85

GAS
B — Malland Tri 12.10—108.50
C — Patriarca Hon 12.52—103.56
E — Steve Rowles Suz 11.99—106.50
F — F. Tiger Yam 14.21— 85.55

FUEL
B — American Speed Cycle Tri — —



HI-HATS WINTER SCRAMBLES
Pittsburg, Cal.
Sun., Dec. 3, 1967

By Craig V. Randall

100 NOVICE
1. Lloyd DeVore Hon
2. Martin Reichelt Bul
3. Carlos Hann Hod

200 NOVICE
1. Larry Spaulding Bul
2. Jess Walls Bul
3. Charlie Byers Hon

250 NOVICE
1. Loren Garcia Bul
2. Chris Willems Bul
3. James Holmes Bul
4. Joe Finney Bul

250 AMATEUR
1. Bill Cruz Bul
2. Keith Carlson Hus

250 EXPERT
1. Cliff Spair C-Z
2. Tom Anderson Mon
3. Bob Hager C-Z

350-500 NOVICE
1. Scott Gordon Mai
2. Dick Meyers C-Z
3. Miles Wooten Hus

500 AM/EX/ & OPEN
1. Bill McClinton A BSA
2. John Bordon N Tri
3. Rod Norgaard E BSA

IRWINDALE DRAG RESULTS
Sun., Dec. 10, 1967

TOP ELIMINATOR
Joe Smith H-D 10.21—139.00

RUNNER UP
Bob Braverman Yam 10.70—131.00

JR. ELIMINATOR
Art Houston Tri 11.24—126.00

HODAKA

REMEMBER SANTA THIS CHRISTMAS

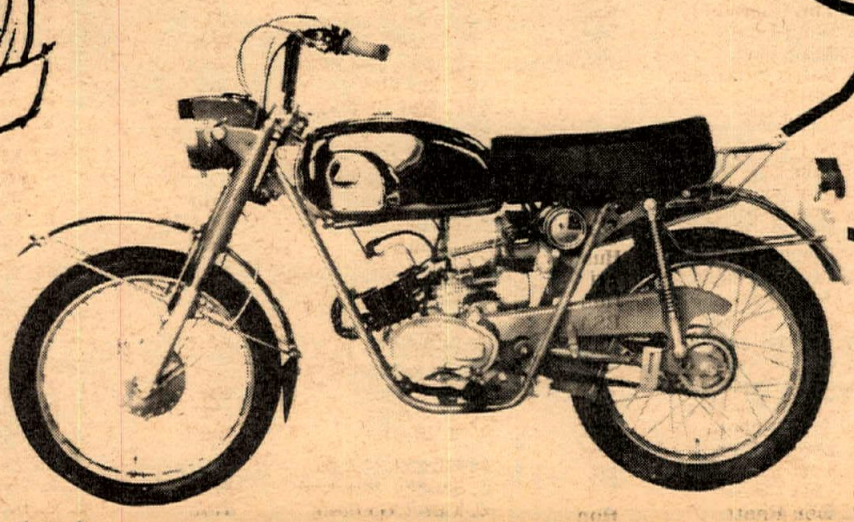
A FEW MORE WINNERS:

San Diego, Dec. 10
1st J. McGUIRE — Hod.
2nd G. BAILEY — Hod.

Yakima, Washington, Nov. 19
100-mile Cross County
1st GENE HESS — Hodaka

Desert Scrambles, Dec. 3
Riverside, California
1st JACK MORGAN — Hodaka
2nd FRANK MORGAN — Hodaka

Hare Scrambles, Dec. 3rd
Ponderosa, California
1st D. GOLDSMITH — Hodaka
(first five winners were Hod.)



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COOS BAY, Ore.

CROSS-COUNTRY RUN

Over 200 spectators were on hand Sunday, November 26 to watch 76 riders start the 62-mile cross country race held at Coos Bay, Oregon, and sponsored by the Coos County Racing Association. The course was slick from previous rains but there was a full sun in the sky making for a real good contest.

The fastest rider to complete the course was John Watson of Coos Bay riding a Honda 90 in the 100cc Expert class, which was a complete surprise to the promoters as they had started the small bikes in the rear of the pack so they would not be in the way of the bigger and faster machines. The beginners ran one lap of 31 miles and the Experts made two laps for twice the distance.

Hard Luck Time

The real heart-breaker of the day came when Richard Cole of Eugene, Ore. and Arthur Brown of Toledo, Ore. completed the first lap with only 7 checks each. The checker who sent them out for the second lap thought there were only 7 checks or they would have been stopped at that point. They both ran the next lap and picked up the extra check, but were disqualified for being short on the first round.

The section they missed was well marked, but due to the sun in their eyes seven other riders missed the same check. Cole and Brown were given hard luck trophies for their efforts, but this was little consolation as they were both running fast enough to win, had they seen the markers.

Charles Standford of Eugene, riding a BSA, repeated his last year's win in the 650cc Expert division. Charles was an early leader but had some difficulties and dropped way back in the field. On the last 31-mile loop, however, he proceeded to make up all the lost time, overtake Honda-mounted Bob Harless who was running first in the Open Class, and go on for a well deserved win.

The Big "If"

David Harris took the 250cc Expert honors over fellow Greeves rider Carl Thomas, but it might have been different if Ed Nelson (also Greeves) hadn't been delayed about five minutes when he had a head-on collision with a rider going the wrong way on the course. Ed straightened up his fenders and went on to take 5th place in his class.

Yet another Greeves rider, Juston Potter, was victorious in the 250 beginners' division, and Suzuki-mounted Mac Knapp finished first in the 100cc beginners' class.

Next cross country race sponsored by the Coos Bay County Racing Assn. will be held on Sunday, February 11. For further information, contact Harless Outdoor Store, 1127 S. Broadway, Coos Bay, Oregon.

(Results Appeared Last Week)

CYCLE PROFILES

By W. M. Askins

To Gene Brazier and his 55 fellow members of the Mt. St. Helens Motorcycle Club, Inc. at Castle Rock, Wash., cycling is more than a hobby or a means of transportation.

Gene Brazier

Cycling to them is virtually a way of life.

The Club was formed and incorporated in 1956. The first objective was an annual outing at Spirit Lake to climb Mt. St. Helens. This developed into Sportsman Scrambles and then on to Class C TT's.

With the volunteer help of many townspeople, the track at the fairgrounds was built, with bleachers, lighting, and fencing.

"Then a bid was put in for a National," Gene recalls. "The 1966 National was organized by Pres. Fred Rister. He also ran the 1967 show. If you only knew the work involved to sponsor a National event, with tempers at times becoming slightly short. Somehow it all fits in and the show comes off with great success."

The elections just held resulted in choice of these officers for the year ahead: Stan Rister, president; Francis Franklin, vice president; Gene Brazier, secretary; Steve Shumway, referee; and Fred Rister, track boss.

"In our club we have enough skills to handle just about all of the work involved. We have just winterized the equipment and put it away, cleaned up the fairgrounds, and generally wrapped up things until next year," Gene reports.

Gene is a lineman for the power company, married, with two young sons. He has lived in the vicinity of Mt. St. Helens all of his life. He took up cycling only four years ago, on a trail bike, to facilitate his hunting and fishing activities.

The area is abundant in trails to excellent hunting and fishing grounds.

"I joined the club at the invitation of Francis Franklin and had known nothing but pleasure ever since. I am particularly valuable to the club."

Here is what Gene says about himself:

"First – I'm 33 years old, married, 2 sons age 10 and 13. My occupation – Lineman for local Power Co. I live one mile west of Castle Rock on a half-acre tree farm. I've lived in this county all my life.

"My career in cycling isn't very old, four years. Being a fisherman and hunter, I got started on a trail bike. We live in an area abundant in trails, high lake country and good hunting areas. While out fishing a friend and myself started playing around on road cuts, hills, and mud holes, then the fun began. I went out to a winter cross country run two years ago, sponsored by the Mt. St. Helens Club, had so much fun that I tried a couple more.

"Francis Franklin (37w) said, 'join the club!' So I did. Helped the club with lighting for the 1966 season. There are a hundred jobs to do when you promote racing. Getting deeper into club activities I was elected Secretary. Last year I travelled around with other members to cross country runs in Oregon, Idaho and Wash. I ride a 250 now, a Ducati Scrambler.

"Our club has banquets, campouts, playdays, work parties and meetings every 2 weeks. There are 56 members now. So you see I'm only a spoke in a wheel.

"Being a back yard mech, I like to work on cycles. The first problems I run into was to try and keep them running when in water and mud. We have real mud when it rains in this country. Wish winter would hurry and get here.

"Having been involved with two nationals now, I'm learning the procedures and inside workings of pro racing. These pro's put on a wonderful show for the public. I hope that legislation doesn't put the sport in a bad light with people when they see one on the street. You may already know Wash. is pressuring street riders already for helmets, drivers license and other items."

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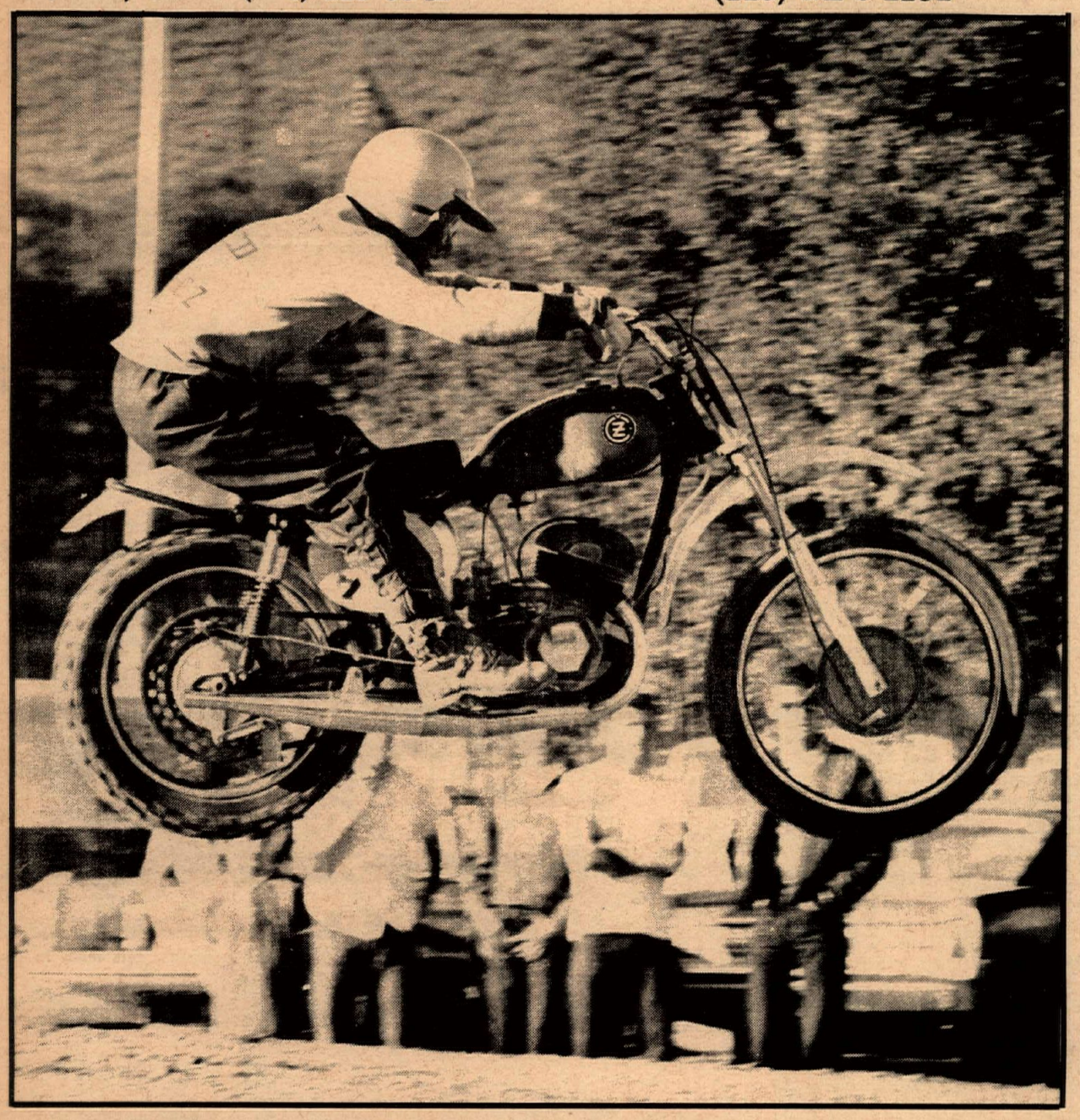

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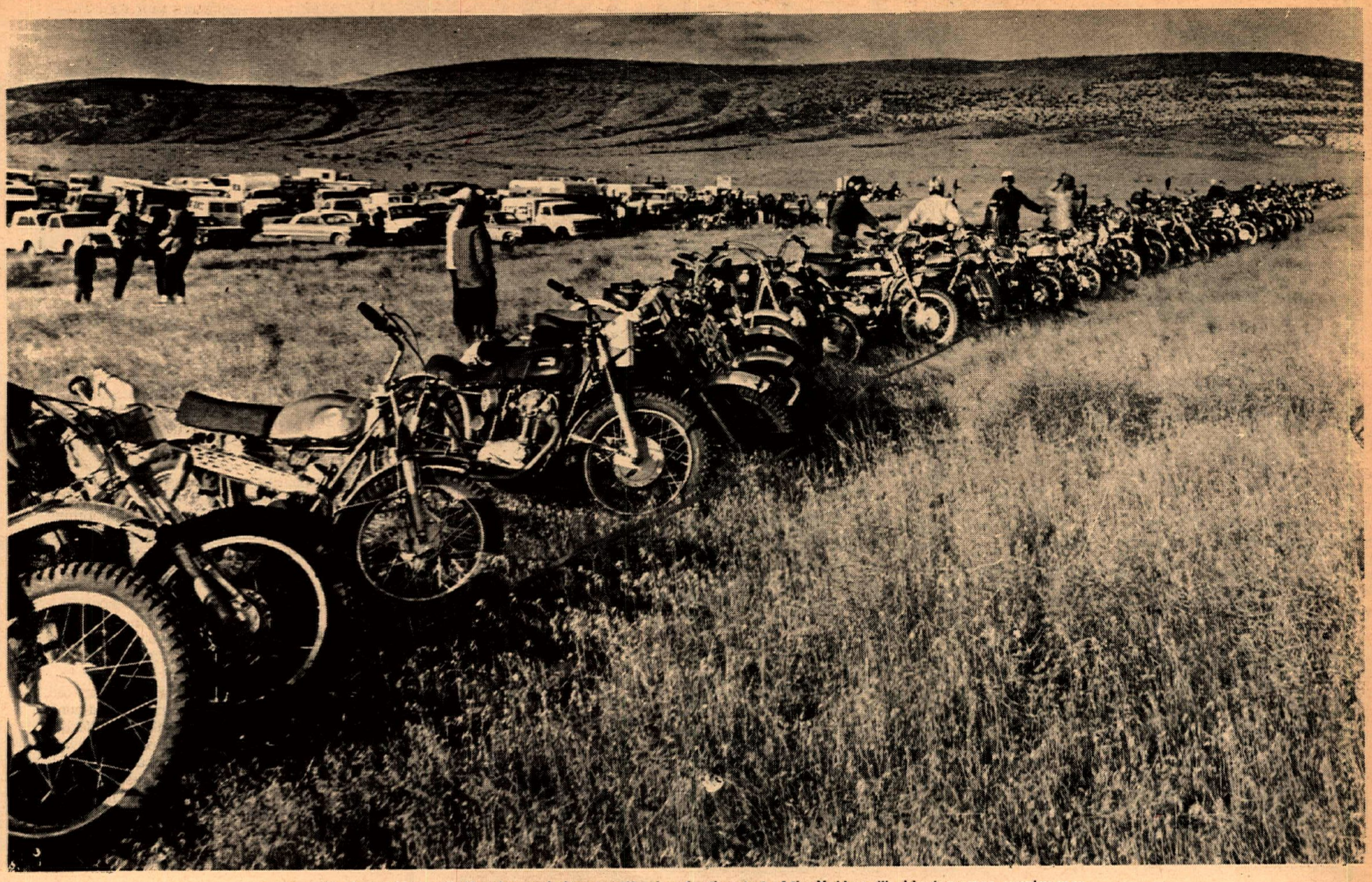
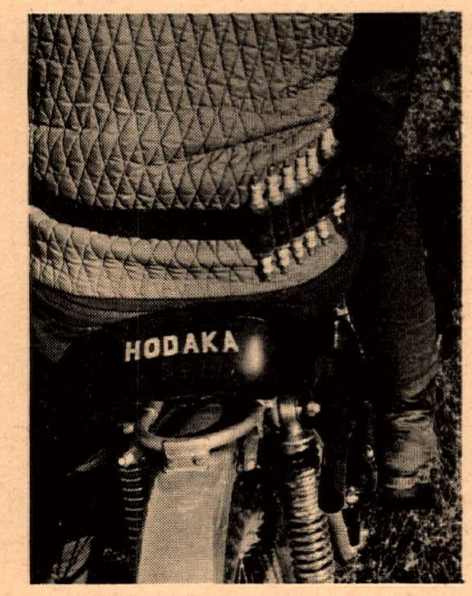
YAKIMA CROSS COUNTRY RUN



Seventy-six machines of all makes and sizes are lined up for the start of the Yakima, Washington cross country race.



"Who, ME foul plugs? What gives you that idea," might be the retort of this Hodaka competitor. But preparation wins races, and it's wise to take the precautionary measure of carrying ammunition into battle.

HABECK HAULS TO VICTORY IN WASHINGTON 100-MILER

By Don Pomeroy

It was a beautiful Sunday morning, November 19, in the Rattlesnake Hills east of Yakima, Washington, as campers, pickups and cars formed a steady line coming into the site of the Family Fun Wheelers M.C. of Yakima's first annual 100-Mile Cross Country Run.

The starting place was originally to be in the Yakima Firing Center but at the last moment the Army brass refused use of the grounds, leaving club members just one week to acquire land and lay out a course – one helluva job to be done in such a short time – but through hard work and effort of a few club members, things were shaping up.

Changing the site also meant remaking signs and arrows to direct riders to the new location. But since there were plenty of markers, everyone seemed to come through without too much confusion.

In fact, by the time of the riders' meeting there were 448 riders signed up and ready to go, lined in front of a 200-foot hill. As 10:15 a.m. came around the flare was fired and a mass of men and motorcycles headed for the hill.

About 20 riders made it over the top leaving approximately 428 clambering like a swarm of ants trying to get over and on their way. Due to a very dry season the course quickly became so dusty few could follow the markers so they followed one another, which resulted in riders being lost all over the hills. But the riders smart enough to follow the markers and not the other fellows came through with flying colors, saying they had no trouble at all. It was just a matter of watching where one was going.

The run was comprised of two 50-mile loops, uphills, downhills, and one big crater that claimed most riders. All in all, it was probably the toughest run they have seen in a long while, mostly because the course became a mess of powdered dirt and ruts that could swallow a bike.

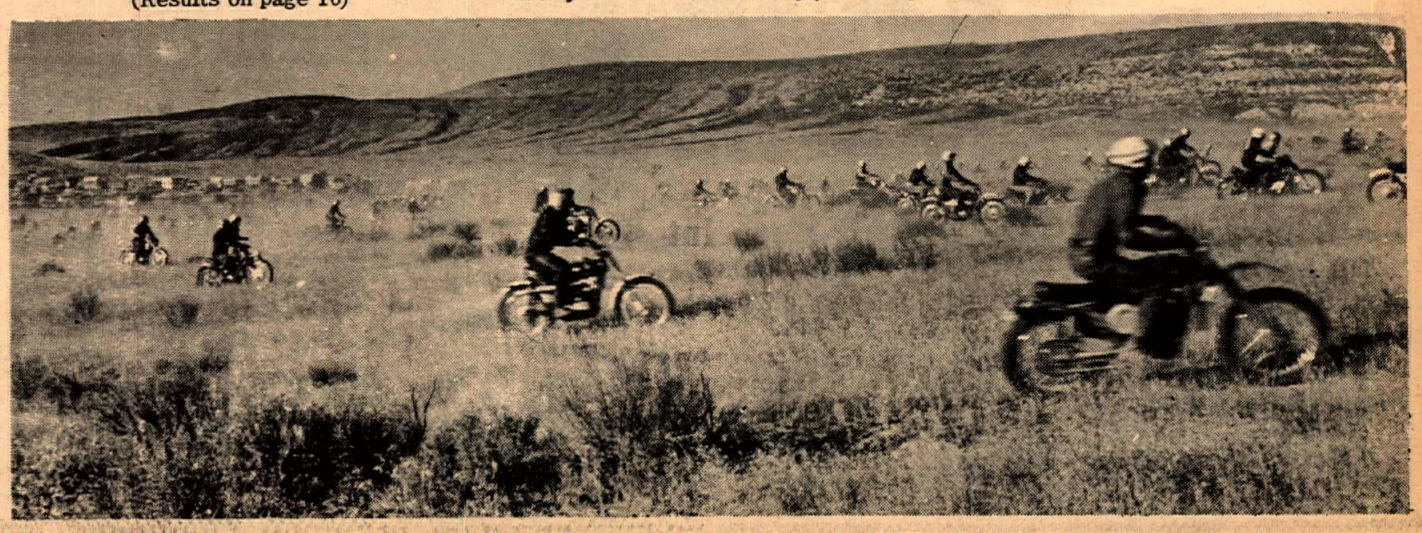
If it was too tough on some of the fellows they might remember that of the first 15 overall finishers, two were 100cc riders and two girls also finished the 50 miles, 15-year-old Judy Walker on a Yamaha 100 and 21-year-old Maureen McCare, first Powder Puffer in on a Bultaco Matador.

Overall winner was Ken Habeck of Seattle, Washington riding a 360cc Husqvarna in the 500cc class. Second 500cc went to Matchless-mounted Jack Jagow from Portland, Oregon.

Hodaka rider Gene Hess took 100cc honors on a Hodaka, first finisher in the 200cc division was Tom Hines (Bultaco), 250cc winner was Bultaco-mounted Jim La Plant, and Ron Wilson (Triumph) swooped the Open Class troops.

(Results on page 16)

Ken Habeck of Seattle, eventual overall winner on his 360cc Husqvarna, gets ready for Don Pomeroy's check at the half-way point. Only 50 more miles to go!



It's 10:15 a.m., the flare has gone off, and riders prepare to encounter a rugged 200-foot hill that proved the undoing of many.

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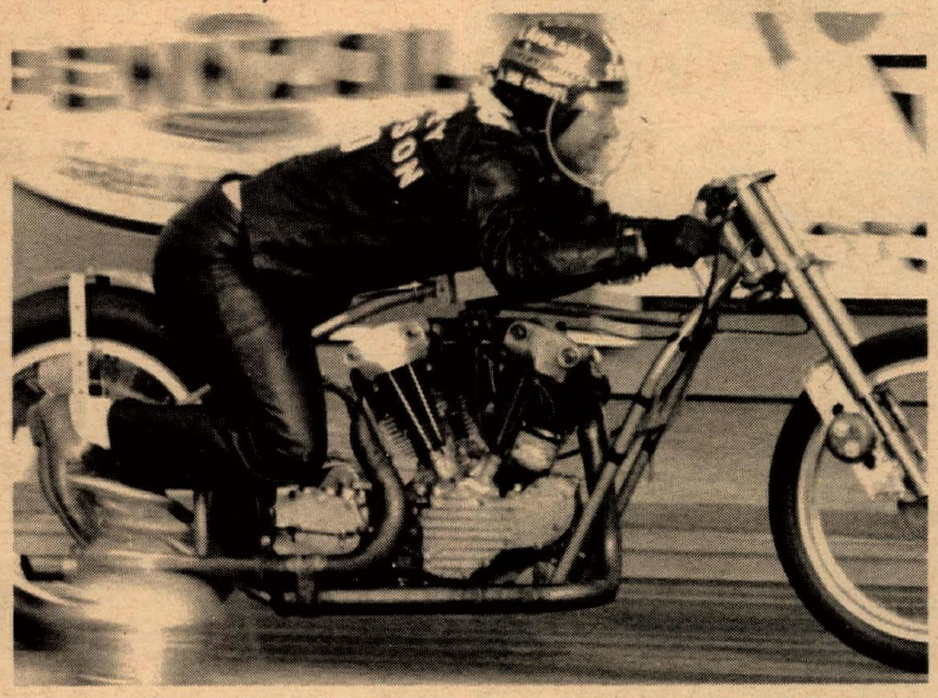
DRAG RACING

By Bob Ebeling

Three of the four leading So. Calif. drag strips are now operating on Sundays, and the fourth has no provisions for cycles. As a result the cycles are divided into relatively small numbers at each location.



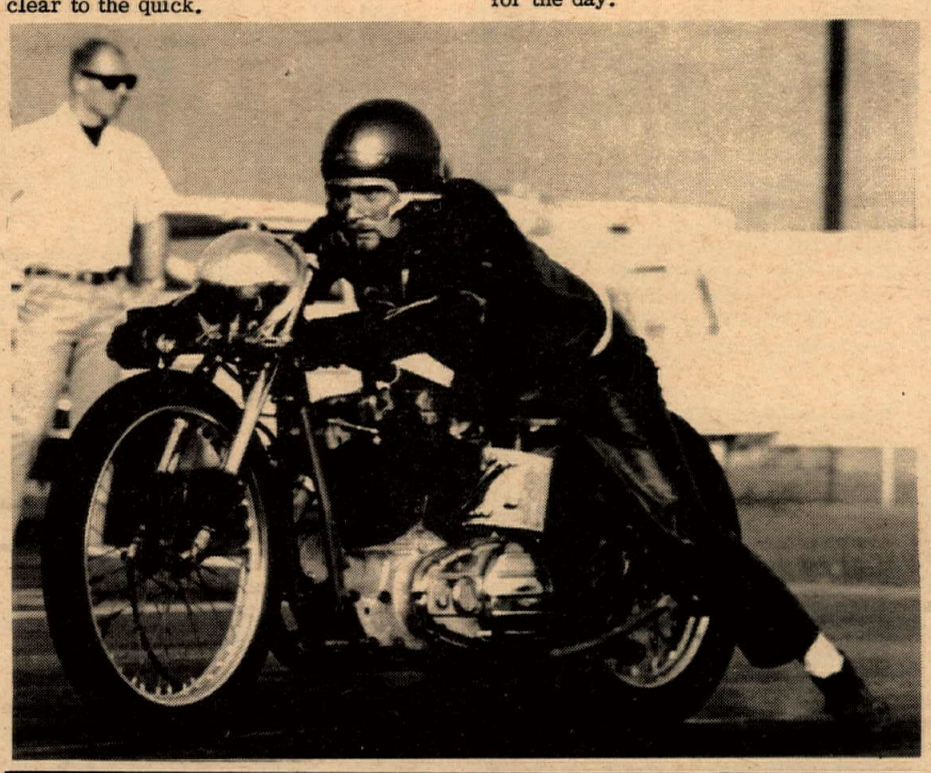
Each week the winners of top bike are fairly consistent and the class winners are unknown at Fontana and Irwindale. Lions Drag Strip is the only operating facility which provides racing results that can be printed in the pages of Cycle News, and the well deserved credits given to winners. This lack of information makes it damn hard to put together a column. Each strip clamors for publicity and becomes quite resentful if more space is devoted to one than the other. A great deal of the information I am able to include in a column is happened upon by pure accident or relayed to me via the grapevine. Sometimes the information is wrong and as the word is printed I receive enemous snarls from the person or persons included. I've developed a pretty hard shell to protect myself from these attacks but my armor is old and the dents have penetrated clear to the quick.

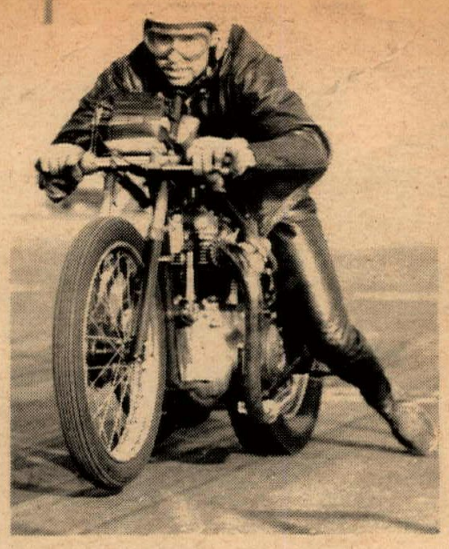
Each racer who has a desire to have results of his racing achievements printed on these pages, should raise a loud cry to the cycle pit director where ever he competes.

What's Happening

Two weeks ago, Harry Couch substituted as cycle pit director at Lions Drag Strip. The racing was halted by rain and machines were loaded in haste to prevent water injection. While all this was taking place, several racers stole trophy cards from the directors race bench and turned them in for the undeserved rewards. May your thieves' trophy gold turn green!

Fontana Raceway has a world record meet scheduled for Sunday, January 7, 1968. Handsome trophies and framed record certificates for those who can win with a best elapsed time and speed for the day.





The A.H.R.A. Winter Nationals are scheduled for running at the Beeline Dragway in Arizona.

Originally the dates were January 26, 27 and 28 but due to conflicting racing schedules that would split the spectator gate count, the date has been changed to January 19, 20 and 21st. If you plan on running at the National program, I suggest you send in a pre-entry fee before the deadline, which is January 10th.

Entry fee is $15.00 for the three days if pre-entered and $20.00 if you enter at the gate. Mail the entry to A.H.R.A., 1820 W. 91st Place, Kansas City, Missouri, 64114. Be sure and specify that the entry is for Beeline Dragway.

Irwindale Action

Top four and Jr. four eliminations provided a series of top competition runs.

Joe Smith and his Harley-Davidson won the Top Eliminator crown in a close race with Bob Braverman's twin-engine Yamaha. Braverman was off the line in a "hole shot" against Smith, but the Harley's wick was turned just high enough to pull by at the eighth mile and continue ahead through the lights. Smith's Harley-Davidson turned 10.21 and 139 mph. Braverman's Yamaha clocked a 10.70 – 131.00 for the runner-up position.

Art Houston had to run hard against his Jr. four competition such as Tony Dodge and Carl Morrow.

Houston's fuel burning Triumph eliminated Tony Dodge in round one and Tony swears ten more pounds of air in the front wheel would have made it a dead heat.

Carl Morrow's fuel burning Harley was Art's second and last opponent. Art came out of the hole with excellent timing and stayed ahead for a fine winning run. Houston used all four gears of a standard trans, that produced runs of 11.24 – 126.00 mph.

Lions

Although previously unannounced, this was a record run day at Lions.

There never have been records, complete with certificates and etc. at Lions, but they exist now. All the class winners you can see listed in the records section, officially hold strip records at the listed speeds and elapsed times. These records cannot be set on any day's racing, only at specified record meets. The next one will be in late January or early February of 1968.

Two-strokes were the leaders in outstanding record performance at Lions. Steve Rowles tore past the 12.00 second elapsed time barrier that has been his goal for a long time. Steve's 250cc Suzuki turned 11.99 – 106.50.

A little F class Yamaha had a tiger on its seat. Capital "T" that is, for the owner F. Tiger turned an E.T. of 14.21 at 85.55 mph.

Brackett & Miller were lined in a great sponsor-owner relationship, but this week Brackett pulled a sneaky.

When Bruce Miller's back was turned, Brackett climed the Harley's hard saddle and buzzed off for a trip through the time traps in 12.25 seconds and at a speed of 112.50. That's a record run! Bruce was impressed enough to promise Brackett a ride on fuel next weekend.

Lions will be closed December 24th and 31st. Fontana will be closed on the same dates, but Irwindale will run on Sunday, December 31st.

(Results on page 16)

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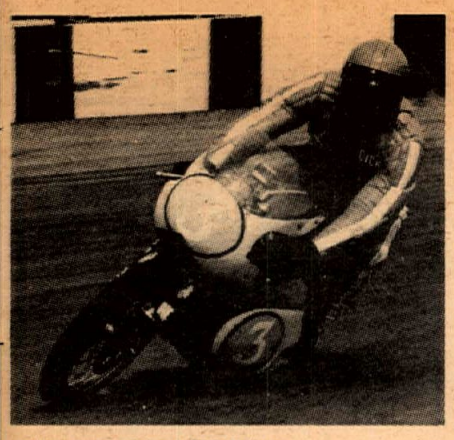
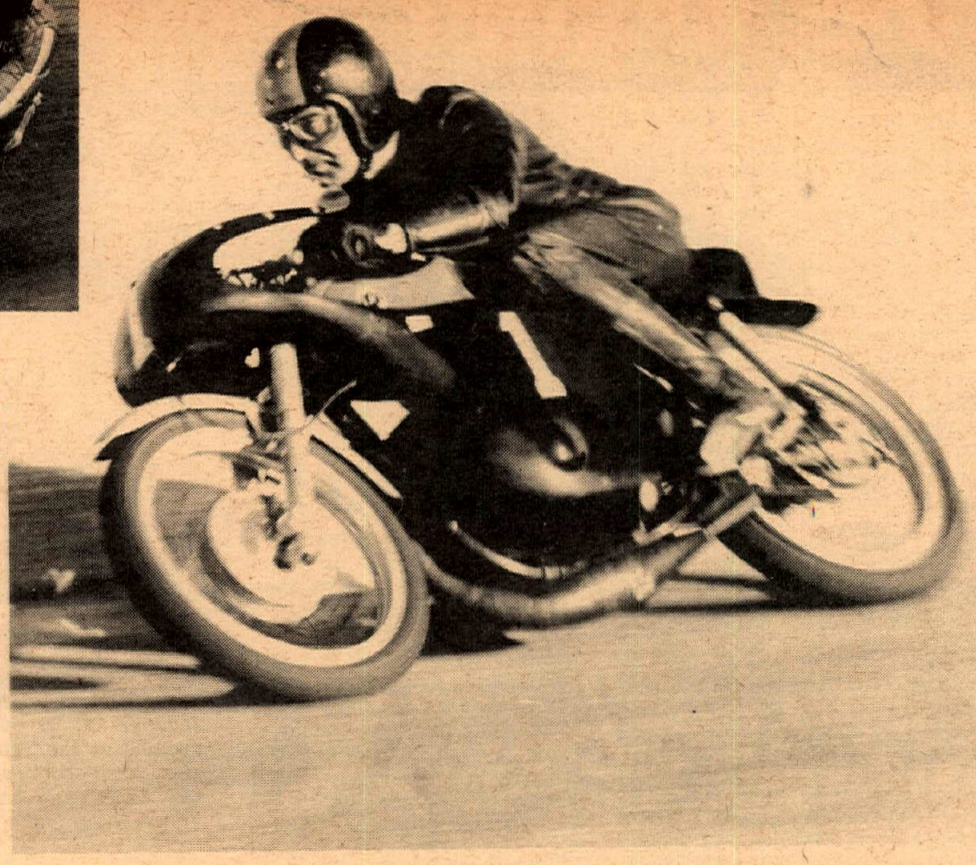


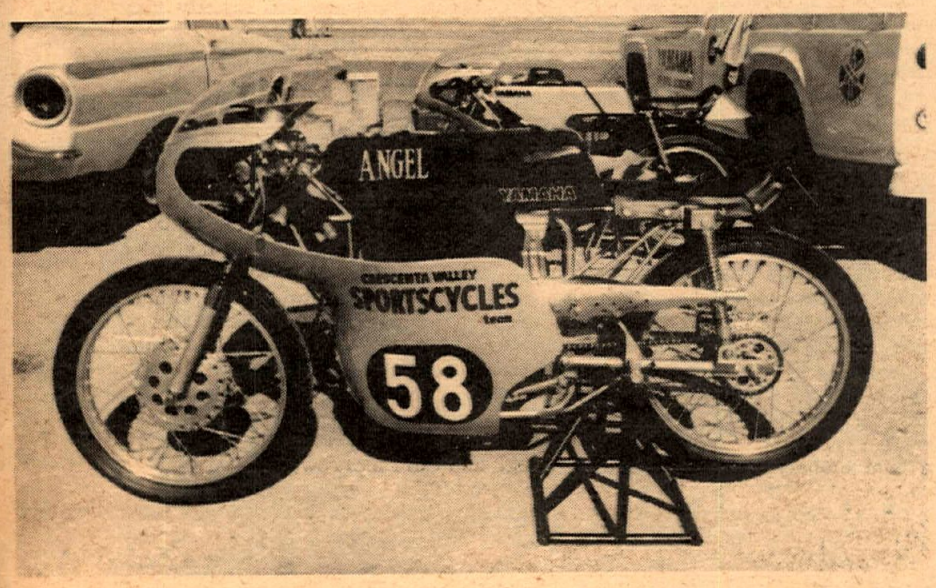
Dick Kilgroe and 450 Honda.

A.C.A. ROAD RACE ROMP at RIVERSIDE



In the combined 125cc-175cc-200cc race at Riverside, Buddy Parriott took the overall win on a 125cc Bultaco.

By Mike Capalite



One of the team machines of Crescenta Valley Sportcycles, like this special Avery "birdcage" frame Yamaha (rechristened Angel), won 100cc class at the ACA road race.

Warm Santa Ana winds blew Saturday night, and Sunday's road race at Riverside International Raceway, got underway in clear, cool weather. As the heats were only three laps to determine grid positions, there wasn't much time to get any real battles going, except in the combined 125, 175 and 200cc class heat where Buddy Parriott, Dave Allee and Dave Damron staged a three-way duel that gave spectators an example of things to come in the main event.

The first Main Event was the 50cc – 100cc with Gary Niway on a Yamaha taking the checkered flag for the 100cc win, and Colin Jones on a Honda being the first Class 1 50cc across the line and Daniel Osborne taking home the laurels in the Class II 50cc on an Ital-Jet.

The 125cc-175cc-200cc bash proved to be everything expected, with Parriott, Allee and Damron showing riding ability that makes them winners on every road circuit in California. Although this was one of the most hotly contested events, the three leaders were all in different classes. When the checkered flag came down, it was Parriott taking first on the road and first in the 125cc class, while Allee got first in 175cc and Damron first in 200cc.

The lightweight Production followed the class schedule with the three 200cc entries crossing the line first and Damron adding another first to his trophy shelf. The only 175cc entry, Kenneth Russell, on a Honda, finished fourth for the 175cc win, with "Trace" Tracy capturing the 125cc honors. Steve McDermott's Yamaha carried him to the win in the 100cc class, while Mondials dominated the first four positions in the 50cc class, with Tom Cangemi being top dog.

The growing list of entries in the 350cc class allowed them the running of a separate Main instead of being grouped with another class. Ralph White, who had made an impressive showing in the heat race was knocked out early with mechanical trouble and left the field open for another first place win for Dave Damron and Team Ocelot.

The 500cc Open main event saw Buddy Parriott on a 500cc Norton take over the lead, but finally having to relinquish it to Englishman Rod Gould's 650cc BSA in the back straightaway where the cubic inches really count. This is one of the few BSA's in road racing competition and from its performance Sunday, it has been "breathed on" very efficiently by the mechanics at Norm Reeves Honda. The competition between Buddy and Rod was so terrific that Buddy's engine blew in the back chute on the last lap and he coasted through turn nine and into the pits. As he pulled into the pits, his crew inf. ned him that he hadn't received the checkered flag, so he pushed it out of the pits and about 30 yards to the finish line to finish third in the race and still first in the 500cc class. Jerry Winters on a Harley recovered from a turn 9 tangle with Dick Kilgroe in the heat to take a second in the Open main while Dick came back to get third in the 500cc class.

The heavyweight Production class again proved that on the long straight, cubes count as Jim Leineweber from Chicago on a Triumph battled it out with Dave Damron and Jim really had to wash that 650 to keep ahead of Dave's 250. Jim took the Open win while Dick Kilgore's Honda gave him a first in the 500cc class. While Byron Black couldn't reach the top three in the 350cc GP class, he zapped the 350cc Production to take home a Kawasaki first. The 250cc Production provided Dave Damron with his fourth win of the day, bringing glory for him, Team Ocelot and Suzuki.

The lone sidecar entry of Reg Pridmore and Ernie Caesar made one realize why their competition has been frightened off as they negotiated the course on this very fast and finely prepared kneeler.

Saving the best till the last, the 250cc GP proved to be the race to wait for as Buddy Parriott and Andy Lascoutx battled fiercely with Fumio Ito right behind them in third place; but, as usual, the 250cc race takes its toll with both Buddy and Andy Lascoutx dropping out while Art Baumann on a Yamaha worked his way through the pack and took over the lead for the checkered flag, with Ito second and Dave Smith third for a Yamaha sweep.

All in all, it was a fine day for racing, and with rider cooperation, the 100-plus machines were run and the trophies given away before the winter darkness set in. This is an example of the ACA scoring team which other organizations would do well to emulate, to be able to give the trophies away immediately following the race.

(Results on page 16)

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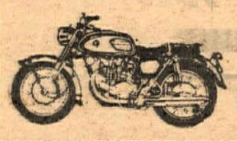

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THE FINISH LINE

By Roxy Rockwood

Racing fans in the Fresno area are finding out what a crowd pleasing event indoor racing really is. The show up there last Sunday night was on par with any other short track racing that has been run in the West.

Someday some promoter is going to book this type of event on a circuit and take the brave ones on a tour in distant far away places that have no racing of any type. He will make a mint.

Steam starting to build up out this way for the National Indoor races at the Houston Astrodome in February. Just about every top rider who has ever turned left is planning on racing the $6,000 offering in the Lone Star State.

This one will be on a dirt track but will be pointed rather than an oval like most dirt tracks. The Astrodome is awesome to say the least. It remains to be seen if the survivors of the Alamo will turn out in force to see the top pros ply their trade in the first National of the new season.

Any new riders for '68 who plan on racing in the Novice class should get out the pen and stamp and get a letter of application off to the AMA for the proper forms as the new year is just around the corner. The first TT at Ascot goes on the first Sunday in February and follows a raft of January indoor events.

Bart Will Be Back...

People have been asking lately if Bart Markel will be back in the saddle next season. The answer is a big, Yes. The Michigan fence-buster was having a streak of bad luck towards the end of last season and wisely decided to take a vacation. The last time Bart did this same thing he came back stronger than ever and grabbed off the National point title.

We mentioned a few weeks ago how much H-D was planning on going all out to regain the number one spot in '68. Was that record breaking ride turned in by Cal Rayborn at Willow Springs a few weeks ago an indication of things to come at Daytona? Cal is the only H-D rider in the stable who is not snowed in from November until Daytona time.

They say he set a record up there on his $3,000 Harley. He broke a record that was set a few years back by a reputed $35,000 one-of-a-kind special racing machine. Never underestimate the ability of the Yankee.

Carlsbad 250cc winner Ron Pierce still looking for a big bike ride at Daytona. He can wheel a big job as well as a 250 but can't seem to find the people to let him prove it.

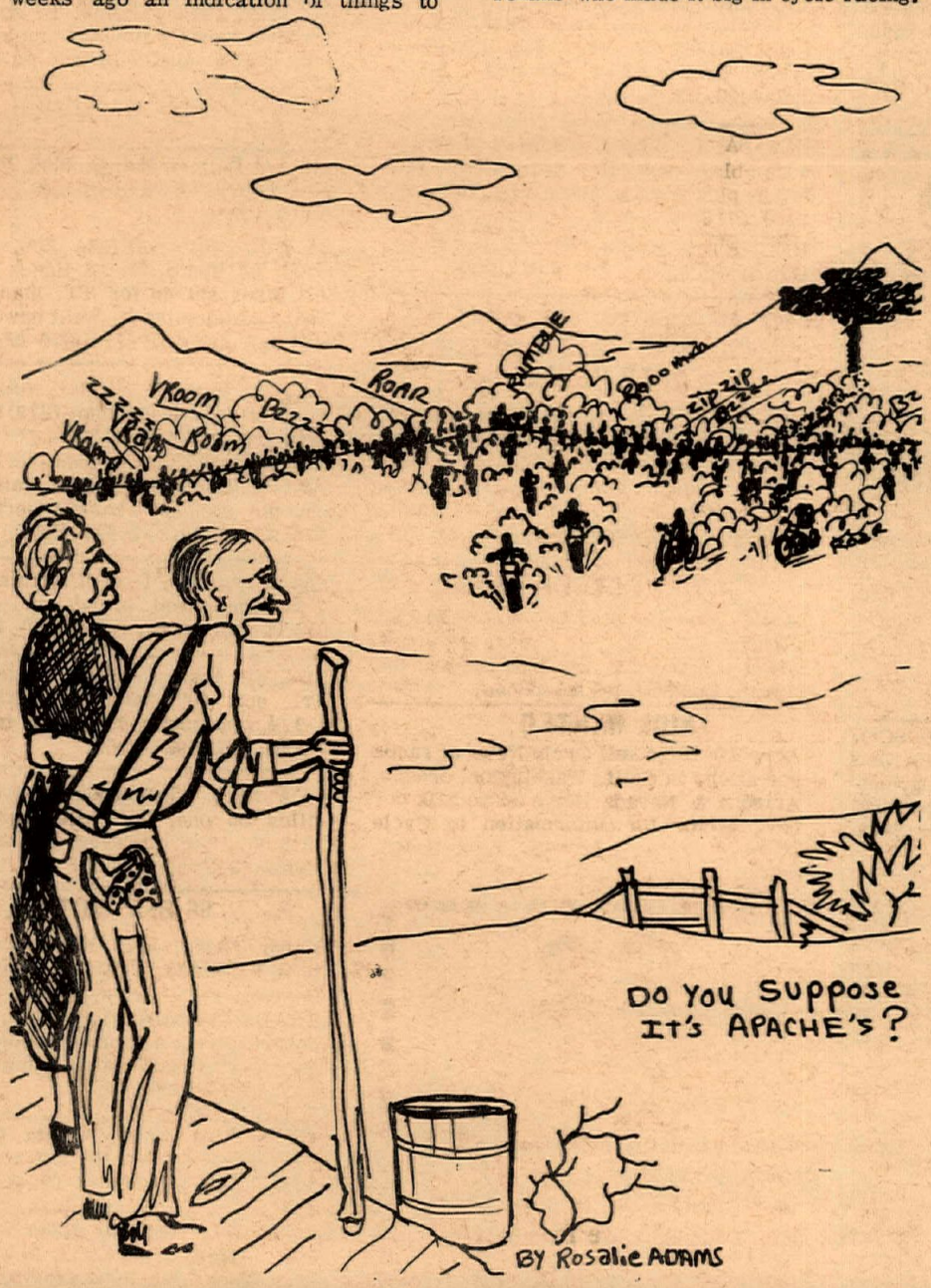
His former sidekick Danny Reed, who was injured a year ago in a street accident, getting ready to make a comeback on the track in '68. Pierce and Reed have all the promise that was shown a few years back by the now retired Clark White and Sid Payne.

...But Not Resweber

Each and every year about this time the rumor that former champ Carroll Resweber will ride again pops up. Once again this rumor is going around but is not true. The Champ lives and works in Port Arthur, Texas and will never again be seen in action on any race track.

Newer riders might say, "Who is Carroll Resweber?" He was still the best half-miler and miler this column writer has ever seen on any dirt track. Carroll was busted up at a National half-mile in Illinois in August of '62 and was never again seen on a track. They finally got around to breaking some of his many years-ago track records at Sacramento this past September.

Maybe the Astrodome races will again produce some more Reswebers, Al Gunters, Sammy Tanners, Everett Brashears and Troy Lees. They were all Texans who made it big in cycle racing.



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DECEMBER MEETING OF DISTRICT 37 SPORTS COMMITTEE

By Maureen Lee

A new rule affecting desert events was passed at the December District 37 Sports Committee meeting. Forty-four clubs answered roll call and District riding cards were passed out to the representatives present for their members. Last year thousands of applications were picked up at the meeting and never found their way to the clubs or shops so this year steps were taken to prevent this.

The new rule which passed 44-16 after much discussion is that from events starting January 1968 a rider will receive his points from his top twenty rides for the year.

Another rule change attempt was defeated 27-31 after two roll call votes were taken for accuracy. This would have put enduro points back into the regular desert points system. In both votes scrambles clubs abstained from voting as this was a purely desert rider matter.

Earl Flanders was asked to speak and clarify the Competition Congress which will meet in Columbus in January 1968. Each club in our District will get one vote for the man who will represent us. It was pointed out that the road riding clubs will also be eligible to vote as this concerns all A.M.A. clubs, not just the ones who belong to District 37 Sport Committee. Jack Ross (Greyhounds) with Bulgarin (Sinners) seconding made a motion that the District send our President, Ron Sloan, to the meeting but this motion was tabled until the January meeting. When asked if the man elected to attend the Columbus meeting as our representative would have to pay his own way, Flanders replied that he would unless the District itself voted to pay his expenses.

Al Vanderpool Benefit

Don Benson (San Gabriel) spoke on a back-to-back hare scrambles with the Southern California M.C., with all benefits going to the family of the late Al Vanderpool. This would be held on January 7th the first Open Sunday in the year, and would be a point run. Benson then made this a motion with Hinshaw (Buzzards) seconding that this be allowed. It passed overwhelmingly.

Don Kemp (Dirt Diggers) also spoke about their trophy presentation for the Corriganville Grand Prix, Friday, December 8th where they will have a raffle for various items with benefits going to "Cactus" Willie Taylor of the Dynamites who was seriously injured while laying out their last club run, and also to the Vanderpool family.

The large coming year event board was in place all meeting and by the time the meeting was adjourned the following championships were awarded.

Enduro 160 miles; Riverside Bombers M.C. Pacific Southwest Championship: Hare and Hound to the San Gabriel M.C., Hare Scrambles to the Sidehack Association. State Championship Hare Scrambles to the Buzzards M.C., the Hare and Hound to the Shamrocks M.C. The District 37 Hare Scrambles awarded to the Foothill Hawks M.C. and the Hare and Hound to the Southern California M.C. The District 37 Scrambles Championship went to the Lightweights M.C., uncontested.

Other items discussed were number plate colors. From now on the same colors will be used from year to year but a decal will be issued with the new numbers to prohibit riders from entering on last year's number. Desert colors are: Trail bikes, red with white numbers; others, black with white numbers. Scrambles colors will follow the Class "C" colors.

The stewards for 1968 and their positions are: Ken Peterson, trail bikes; Cal Makela, heavyweight desert; Sam Crooks, District referee and heavyweight scrambles; Dick Kouns, lightweight scrambles; Ben Bok, lightweight desert; Dave Lewis, ambulance and communications co-ordinator; Gary Weber, sidehack numbers; Bob Greene, enduro points.

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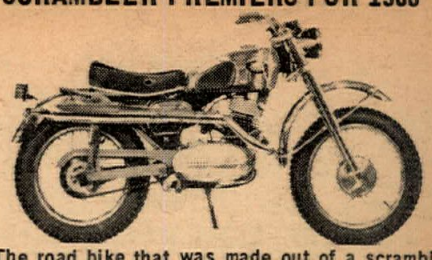

The road bike that was made out of a scrambler instead of the other way around, is the 1968 White Trials/Enduro.

"White Power" may become the battle cry of the road-and-rough riders if the 1968 White motorcycle lives up to its advance notices. This 28 horsepower two-stroke 250 looks like it wants to run roughshod over all the preconceptions we may have formed about "dual purpose" motorcycles. Patterned after the strictly-racing 250 "Tornado," the White T/E sports legal street equipment without losing much of its competitive flavor. The box-section frame is light and rigid, Girling rear shocks and long-travel forks complete the handling requirements. A top quality VDO enduro speedometer, Lucas Q.D. electrics and torque that runs the full range should make it a potent enduro contender. Power is said to be exceptional and the price, $795 complete with tools and spare part kit, will not be hard to live with when it becomes available next February. One copy is available for drooling purposes at White International Corp., 2707 W. 1st Street, in Santa Ana, Calif.

THE WONDER BIKE

By James Thompson

The Harley's too big,
The Hodaka's too small,
There's only one bike I really dig,
And it'll beat 'em all.

It'll run perfect fast or slow,
You can go through the woods on it like a breeze,
Or it'll take you through knee-high snow.
You can also go through thigh-deep water on it if you please.

It'll go any time,
Night or day
The name of the bike?
Of course, BSA.

THE SAGA OF THE GREAT MOTORCYCLE RACE (An Epic Poem)*

By Ed Light

The flag.
Our forward surge
Still checked by one man's whim;
Our thoughts ran mad, the time was due-
To win!

We pushed;
Our engines caught,
My effort was begun:
To build a lead they could not close–
Not one!

Alas!
He passed me then,
And in a curve we found
The landing place for those too sure:
Hard ground.

**Being the true tale of a quest, accounting the exploits thereof, and concerning the outcome.*

"I think I'll buy that safety helmet after all!"

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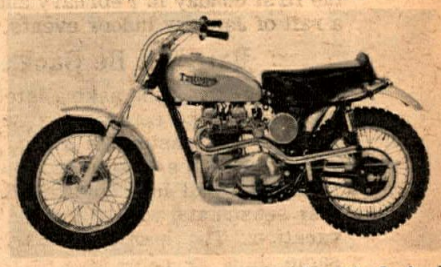

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